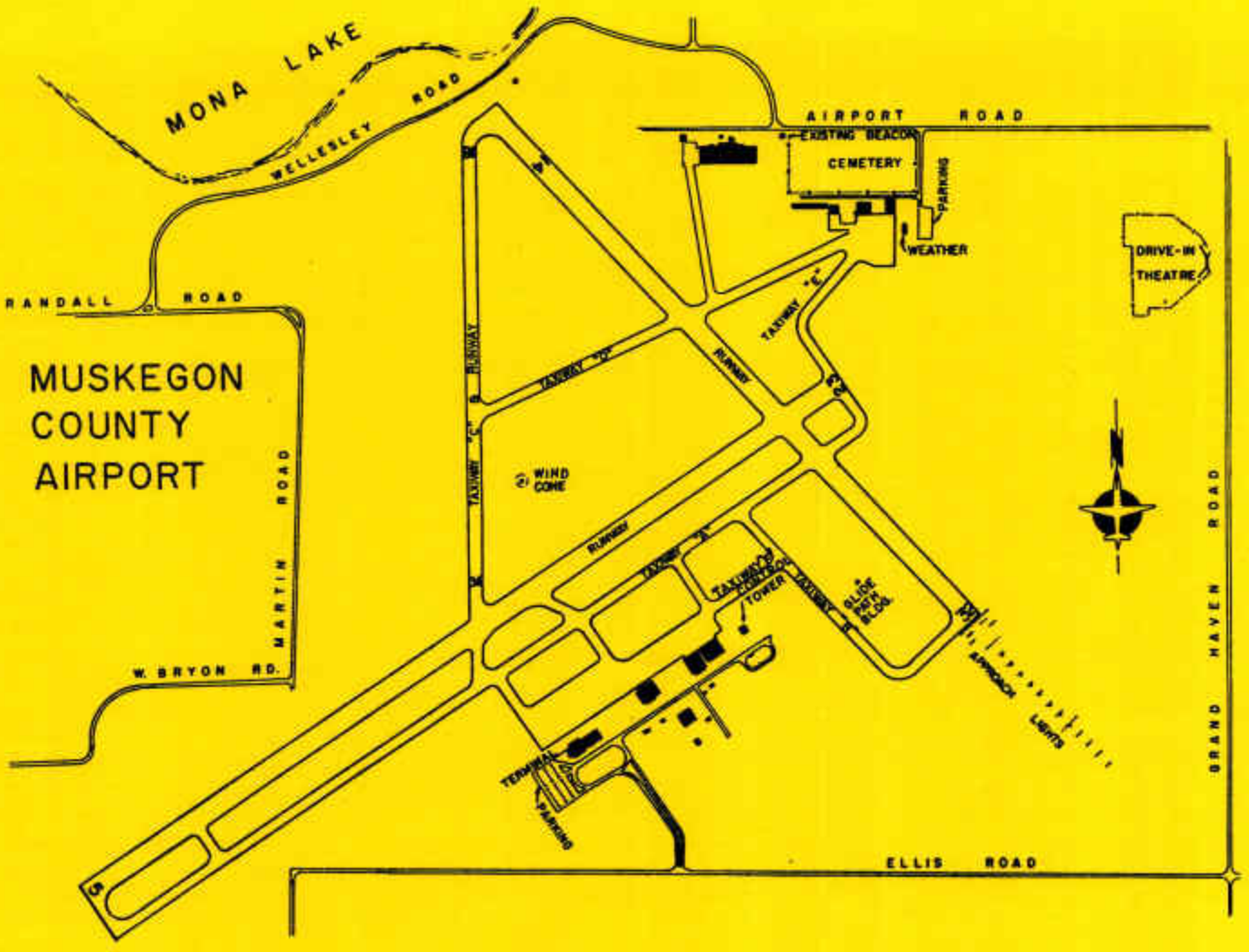
MUSKEGON COUNTY AIRPORT a History

1976


MONA LAKE
WELLESLEY ROAD
AIRPORT ROAD
EXISTING BEACON
CEMETERY
PARKING
WEATHER
DRIVE-IN THEATRE
RANDALL ROAD
MUSKEGON COUNTY AIRPORT
RUNWAY
TAXIWAY "C"
TAXIWAY "D"
TAXIWAY "E"
RUNWAY
WIND CONE
MARTIN ROAD
W. BRYON RD.
TAXIWAY
TAXIWAY
CONTROL TOWER
TAXIWAY
GLIDE PATH BLDG.
APPROACH LIGHTS
TERMINAL
PARKING
GRAND HAVEN ROAD
ELLIS ROAD

INTRODUCTION

This book is more than a history of Muskegon County Airport. It is a tribute to a growing community and era. Much of what is now the Greater Muskegon Metropolitan Area would be greatly changed or nonexistent had there been no aviation and airport.

The social, political and economic impact of Muskegon County Airport cannot be easily measured. As you read these pages, however, a brief idea of where and what Muskegon is can be seen in the dynamic thrust this community has made into the present and future.

Frank J. Stariha, Chairman,
Muskegon County Airport
Committee.

Steven T. Atha, Manager,
Muskegon County Airport.

Muskegon County Airport Committee:

Frank J. Stariha, Chairman
Donald A. Nutt, Vice Chairman
Alfred C. Fairchild, Secretary
John J. Jurkas, Member
John C. Wenk, Member

For the past twenty-five years as I have filled a file drawer with minutes of the Muskegon County Airport Committee meetings and several scrapbooks have been filled with newspaper clippings, in the back of my mind has been the desire to "write a book" about Muskegon County Airport.

In 1975 when Airport Manager Steven T. Atha suggested that I compile a history of the airport, I had the opportunity to make my dream come true. To begin with, I am sure that neither he nor I had any idea the report would become so long.

It has been my desire to include not only facts and figures (as correct as possible), runways and buildings, services and facilities, but to call attention to the people who made them happen. It isn't possible to mention everyone who has had a part in this airport; I am sure to have missed many who should have been named; but no oversight is intended, and no errors meant.

Much information came from airport minutes, files, records and scrapbooks; some came from minutes of the County Road Commission and County Board of Supervisors. I owe many thanks to those persons who have been cooperative in supplying information needed.

I hope this "History" will prove interesting as well as an informative source of information to present and future Boards of Commissioners and to residents of the County of Muskegon.

Mildred M. Christiansen,
Muskegon County Airport,
Muskegon, Michigan.
April, 1976

INDEX:

		Page
I.	Early History	1
II.	Airport Expansion	7
III.	Hangars	21
IV.	Airlines	32
V.	Airport Tenants	36
VI.	Government Services	50
	Federal Projects	55
VII.	Airport Committee	58
	Establishment, Powers, and Duties	62
	Airport Assets	66
	Airport Receipts	67
	Airport Zoning Ordinance	68
VIII.	Airport Personnel	70
	Legal Counsel	79
	Airport Reporters	80
IX.	Other Affiliations	81
X.	Miscellanea	84

I. EARLY HISTORY

Aviation history in Muskegon County, Michigan, starts over seventy years ago. It is reported that in 1904 George and Edward Mecher of Muskegon built an airplane, believed to be the first ever flown in Muskegon, which they powered with a bicycle chain driven propeller. Besides the Mecher brothers it was reported also to have been flown by Alvin Radatz and Chris Lederer. Nine years later Glenn L. Martin, whose firm later made the famous Martin bombers, landed on Muskegon Lake July 12, 1913. The next day he thrilled local residents by making more flights from fairways at Muskegon Country Club.

One of the first airplanes ever manufactured for corporate use, a flying boat, was purchased by Continental Motors Corp. in 1922. July 23, 1926, Continental Motors dedicated its airfield at the Getty Street plant. Army planes engaged in races and acrobatics that day. Some private flying was done from that field, and Continental Motors had flight service between Muskegon and Detroit, using a Fokker Tri-Motor. In 1927 Continental Motors developed the first sleeve-valve radial aircooled aircraft engine and went on to become world-famous for its manufacture of aircraft engines. By 1966 Continental Motors had a fleet of four aircraft flying more than a million miles a year from its new hangar at the present Muskegon County Airport.

C. J. "Jack" Reese was President of Continental Motors Corp. over twenty-six years. He was active in the West Michigan Chapter of the Aero Club of Michigan, and was a member of the Michigan Aeronautics Commission from 1953 until 1968, and Chairman of the Commission in 1966. Upon his retirement from the Commission, it honored him at a luncheon given in the Horizon Room restaurant at Muskegon County Airport.

In about 1927 the Greater Muskegon Chamber of Commerce launched a campaign to establish a public airport in Muskegon County. A fund of $40,000 was raised for improvements, contingent upon the Board of Supervisors acquiring the necessary land. Muskegon County Airport is the product of that campaign. During later years, through the efforts of the Chamber, additional funds were raised to purchase land.

During the depression of the early 1930s, airports were found to be unprofitable. Then the federal government embarked on a large scale program of public works through the years 1933 to 1940. From 1940 this program was dominated by military requirements, but since then the federal government has accepted a responsibility for large-scale financing of airports because of public interest in civil aviation. Airport development has involved a complexity of problems for management. In the 1930s and 1940s Muskegon County proceeded slowly in its development and expansion program, with the idea that basically, ability in the financial aspect of airport operation was only attained through operation of minimum facilities required to meet the needs of air transportation and civil aviation.

During the 1940s airport revenues met out-of-pocket expenses. In some instances needed maintenance had to be foregone because of lack of funds. The Airport Committee hesitated to call upon the County for funds for needed maintenance. At times, practically no improvements were made. By the close of 1950 there was much that needed to be done. The County had one of the better airports in the State, but it would not remain that way long without improvement.

July 10, 1928, Arthur A. Billings and George Freres flew across Lake Michigan to Milwaukee, the first cross-lake flight in a single-engine land airplane. Even to this day flights across

Lake Michigan in a single-engine airplane are considered to be hazardous.

On July 17, 1928, an airmail plane arrived in Muskegon, using the Continental Motors field. George W. Hill flew the plane for Thompson Aeronautical Corp. It was christened "Miss Muskegon" by Virginia Loewe whose father, Fred J. Loewe, was Chairman of the Muskegon Chamber of Commerce Airmail Committee. This created much support for a County Airport. For many years there was also a seaplane ramp at the end of Third Street.

Eventually, in January, 1929, the Muskegon County Board of Supervisors voted to purchase 242 acres of land in Norton Township as a site for the County Airport. This purchase was financed over a five-year period. Since then the airfield has expanded to four times that size. Control of the airport was placed with the Muskegon County Road Commission through 1942. First parcels were purchased for the airport at its present site in 1929 in what was later to become the City of Norton Shores. Records are scanty, but it is believed that the first purchases totaled approximately $197,071 of which $43,960 was federal contribution and $70,000 was contributed by the Chamber of Commerce. No copies of federal grants are in airport files for the period prior to 1948.

June 27, 1930, Hall Electric Company was awarded the contract to install obstruction lighting and control equipment.

In 1931 the County Board of Commissioners had the first portion of the original Terminal Building constructed at the northeast end of former Runway 7-25 as a WPA Project at a cost to the County of an estimated $12,000. It is supposed that the Road Commission placed the Terminal Building at the end of

the runway for the same reasoning it would have placed a railway station at the end of the track, but the choice of location proved hazardous to landing aircraft over the years. The cornerstone bears the inscription: "1931. Board of County Road Comm., Muskegon Co., Tom J. C. Bolt, Chairman; Wm. J. Barber; and Elmer P. Thomas." J. J. Olsen Co. won the general contract in amount of $7,974; Hall Electric Co. did the electrical work for $450; and Reid and Graff were the plumbing contractors for $2,082.00.

The original Terminal Building was expanded in 1946 at an estimated cost of $17,123. The "temporary" addition was required to give space for the operation of Capital Airlines and was paid for by the airline over a period of ten years. In 1953 an artificial brick surface was added to the exterior of the addition at a cost of $3,425. In 1961 when more lobby space was needed for the operation of North Central Airlines, another addition was constructed by Fred Wiedeman at a cost of $22,610; and the following year a small addition was constructed by Tri-Cities Construction Co., Spring Lake, for United Airlines' baggage storage at a cost of $4,252 which was eventually moved to the new Terminal area for United's use as a freight storage building, and is currently leased by that airline.

Minutes of the County Road Commission show that it handled airport business for the County Board of Supervisors possibly since some time in 1928. November 7, 1928, a bill was authorized paid for airport pay roll in amount of $212.06; and bills for airport payrolls were authorized from February through October, 1929, by the Road Commission. First page of one of the minute books at the County Road Commission reads: "Created in accordance with the action of the Board of Supervisors of Muskegon County, Michigan, at their meeting held October 3, 1939, and in accordance with Act 275, Public Acts of 1939."

Minutes of the County Board of Supervisors 1939 through 1943 record approval to buy and sell land, sign agreements and leases, etc. In October, 1942, it began a study to consider enlarging the airport; a report was submitted January 25, 1943; and May 5, 1943, the County Board empowered the Airport "Trustees" to engage a competent airport engineer to prepare plans as recommended in the report.

First Terminal Area

II. AIRPORT EXPANSION

By 1940 three runways (9-27, 18-36, and 7-25) had been constructed at an estimated cost to the County of $112,786.00. The exact date of construction of Runway 14-32 is vague; however, in 1951 it was extended from 3,900 feet to 5,000 feet in length at a cost of $234,359 of which the County contributed 24%. Otis Klett of Hartford, Michigan, was contractor, and Robert Peckham of Lansing was the engineer. It was resurfaced in 1957 at a cost of $46,241 with the County contributing $34,241. In 1958, 1961, and 1963 runways and taxiways were lighted. Runway 14-32 was resurfaced in 1965. In 1956 the apron by the old Terminal was enlarged. It could never be drained properly, in spite of many attempts, and "Hakes Lake" became a popular, if goodnatured joke. In fact, early one morning Mgr. Jack Hakes received a telephone call to come to the airport as someone was fishing on the lake. He arrived to find a small boat in the "pond" on the apron occupied by the project engineer, "fishing"!

A Master Plan drawn up by Francis Engineering Co. was dated May 18, 1945, and revised January 15, 1946. Those consulting engineers were from Saginaw, Michigan.

Since then all Master Plan work for the airport has been done by Charles L. Barber and Associates, Toledo, Ohio, which firm also did much of the architectural as well as engineering work on the airport. Robert Mahaffey and Walter Brigham have been active in this work. In later years Gray/Lundwall/Borgeson of Grand Haven, Michigan, has been used as airport architectural/engineering firm.

By 1952 radios were installed in airport mobile equipment giving them contact with the Control tower for the safety of both

truck driver and airplane passengers. At one time an airplane came within inches of landing on top of the cab of a snowplow driven by Mgr. Frank Pittenger. Now it is a field regulation that all vehicles on the airfield must be either radio-equipped or escorted by a vehicle that is. Later, radio equipment connected County equipment with the Airport administrative office.

Leigh Fisher & Associates, a national civil airport planning firm, was hired by the airport, and recommended development of a modern all-weather express-category airport to serve Muskegon and the growing Whitehall-Montague areas to be located in Fruitland Township, north of the City of Muskegon. It should be noted that the location of the proposed Terminal Building in Fruitland Township was exactly the same distance from the County Building as the present "new" Terminal Building is. Development of the new airport was estimated at $3,500,000; however, sale of the old site would supply $260,000 of that amount, the State $300,000, and with the Federal government supplying 50% of the cost, it was estimated the County's share to be approximately $1,043,500.00.

On December 14, 1956, the Airport Committee began its selection of a bonding attorney to proceed with necessary requirements for a special election to approve and fund the construction of the proposed new airport in Fruitland Township. Alfred E. Hansen had been hired to recommend which of several engineering firms should be hired to do the masterplanning. He recommended Charles L. Barber & Associates, and that firm was hired. Mr. Barber submitted a proposal for the engineering and architectural work for the proposed airport, and has done all Muskegon County Airport's masterplanning since that time. Abrams Aerial Survey Corp. of Lansing was hired to do the aerial survey work.

During 1956 and early 1957 a group of eight civic-minded local industrialists supplied the funds and quietly optioned land in Fruitland Township for 80% of the land needed for the new site and necessary clear zones. Had the location become published before the options were acquired, higher prices would have been charged for the land. March 7, 1957, the firm of Hathaway, Latimer, Clink & Robb was hired to dothe title opinions on the new parcels of land. March 21, 1957, Lloyd J. Mongeau and Ray Tangney were hired to appraise properties in Fruitland Township for the proposed site. William Broersma of Grand Rapids also did some of the appraising.

The eight industrialists who optioned the Fruitland Township land were: Donald F. Seyferth, President, Neway Equipment Co., a past President of the Western Michigan Chapter, Aero Club of Michigan, First Vice President of the Muskegon Chamber of Commerce, and later a member of the Airport Committee; Ernest Cooper, President, Clarke Sanding Machine Co.; A. Harold Frauenthal, Chairman of the Board, Kaydon Engineering Corp.; C. J. Reese, President, Continental Motors Corp.; Otto A. Seyferth, President, West Michigan Steel Foundry Co.; Thomas P. Sheldon, President, E. H. Sheldon Co.; Ted Operhall, President, Misco Precision Casting Co.; and Paul C. Johnson, President, Sealed Power Corporation.

These men believed that Greater Muskegon was on the end of the transportation line and needed modern airport facilities if the area was to survive and grow. They hired Gerald A. Derks and H. J. Mulder, owners of Pere Marquette Land Co., to option the land. Results of their work were tabulated regularly at the airport office.

The Fruitland Township site was selected as best in all respects, including construction costs, safety, residential areas, and

service with respect to population concentration. The site was approved by Federal and State agencies. Optioned land would be turned over to the County at cost. Records are still in the airport files.

The Chamber of Commerce, through a citizens committee, contributed additional funds to complete optioning 1,200 acres of land in Fruitland Township at an average cost of about $100 per acre, to be turned over to the County at cost.

"The Opposition" recommended a joint Kent-Muskegon Airport, although that suggestion was considered impractical by the Leigh Fisher & Associates consulting firm. Laketon Township residents protested against the proposed location, although Whitehall and Montague approved.

A "Citizens Committee of 100" was organized for promotion of the relocation project. Relocation was endorsed by the Township Officers Assn., the Muskegon Chamber of Commerce Board of Directors and its Aviation Committee, both Montague and Muskegon Rotary Clubs, Industrial Fund Trustees, West Michigan Chapter of the Aero Club of Michigan, Pilots Association, Whitehall Chamber of Commerce, American Business Club, and the County Board of Realtors. Many public meetings were held. The Port Cities CIO Council urged a "yes" vote. A vigorous newspaper campaign was waged; nevertheless, when it came to a vote May 28, 1957, the millage was defeated three to one. Some people thought the existing airport "good enough." Others distrusted the secrecy that had been used to obtain the land for the proposed airport site.

Actually, the Civic Group Purchasing Agreement, dated February, 1957, read in part: "It is understood that your agreement for reimbursement is contingent upon the passing of the bond

issue by the voters and that the items of reimbursement shall be only such as are allowable under Section 13 of the Act entitled "Allowable Project Costs" (Title 49, USCA, Section 1112) and/or as may be allowed by the Administrator of Civil Aeronautics of the Department of Commerce." In other words, the airport had agreed to pay only what the Federal government would accept. When the election failed, the businessmen involved had the choice of taking up their options on the land, or washing it out as a loss. The letter of agreement was signed February 6, 1957, by a unanimous vote of the Airport Committee.

Following defeat of the Fruitland site, considerable thought was given again to a Tri-County Airport to serve Muskegon, Kent and Ottawa Counties. Heated debate continued through July; however, on July 31, 1957, the Muskegon County Board of Supervisors, rather than chance losing almost a million dollars in federal and state allocations, voted to schedule a special fall election and asked for approval of a $1,500,000 bond issue for expansion of the existing airport in Norton Township. The Tri-County Airport supporters gave more opposition. Leigh Fisher & Associates were hired, this time by Kent County, to survey the issue, & recommended against the joint airport, terming it as being in the best interests of neither Muskegon nor Kent Counties. Kent County's millage vote for its airport was defeated June 4, 1957. November 11, 1957, Kent County accepted the report of Leigh Fisher against the Tri-County Airport.

Tuesday, November 26, 1957, Muskegon County again rejected an airport millage vote by 2 1/2 to 1, in a so-called taxpayer's revolt.

Frank S. Pittenger, airport manager at Muskegon since October, 1950, discouraged by the two millage defeats, accepted the position of Commissioner of Aviation, Syracuse, N.Y., effective

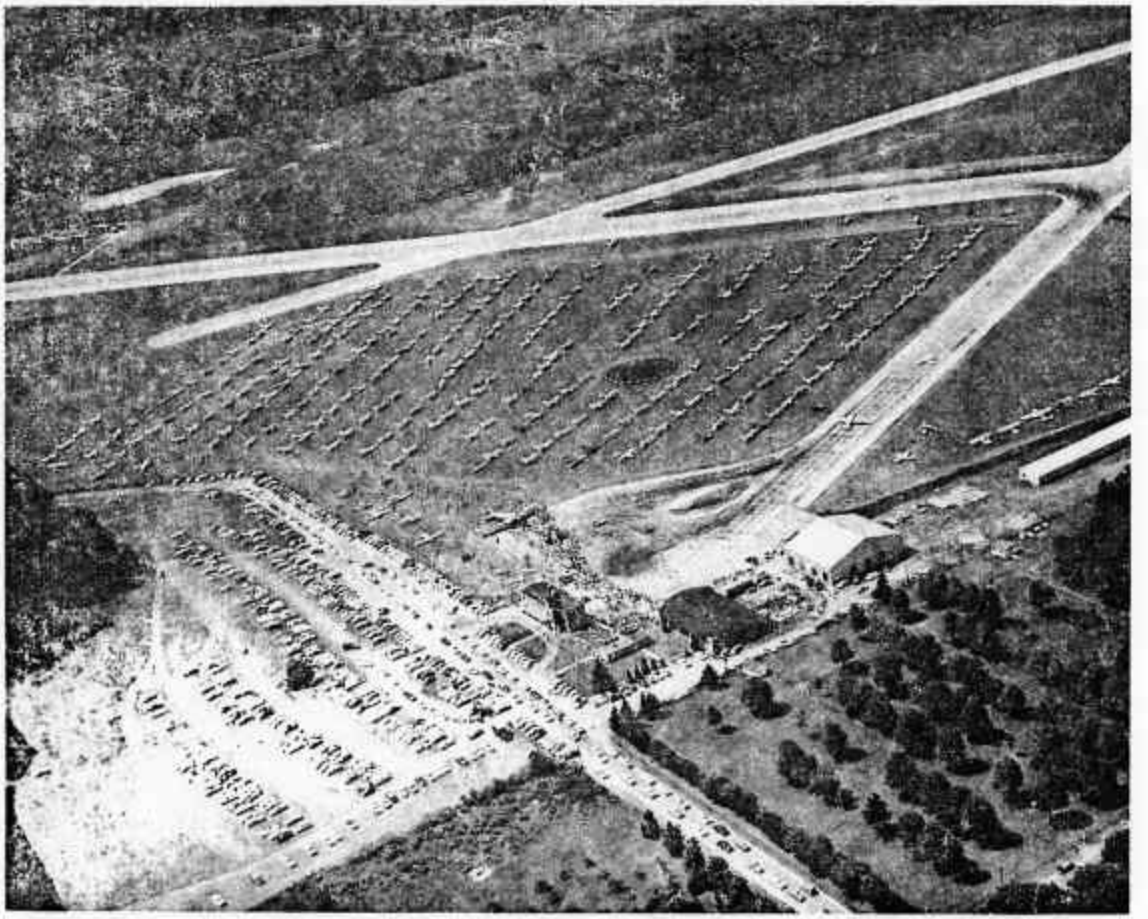
February 1, 1958. He was succeeded by Jack S. Hakes who, with the cooperation of the Western Michigan Chapter of the Aero Club of Michigan, saw a new wave of public relations begin.

During those years interest in the airport was high and hundreds of school children toured the airport at the end of each school year.

The Tri-County Airport issue was revived, although opposed by the Airport Committee and airport management. Abrams Aerial Survey crews completed stereoptican photographs of an 1,100-acre tract including the present field in preparation of an aerial mosaic of the field for development of a new Master Plan. In August, 1958, 450 private aircraft flew in to participate in the 21st Annual Dawn Patrol, attended by a crowd estimated at between 8,000 and 10,000 people. That is in considerable contrast to 1972 when only 75 airplanes arrived, and in 1973 when only 78 arrived for Dawn Patrol.

E. J. Quick, former Chairman of the Muskegon County Airport Committee, and Chairman of the Muskegon Chamber of Commerce Aviation Committee, continued to push for a Tri-County Airport development; however, January, 1959, Kent County Airport officials reaffirmed their decision of November 21, 1958, rejecting consideration of the combined airport, and chose a Cascade location for the new Kent County Airport. In spite of that fact, some officials in Ottawa, Kent, and Muskegon Counties still pushed for the Tri-County Airport with sites suggested in the Coopersville/Marne areas. Bitterness accrued which has not yet died.

Capital Airlines supported the Tri-County Airport in February, 1959. The debate went on. The Michigan Aeronautics Comm.



An Early Dawn Patrol

expressed opposition to the combined airport and supported the Cascade site for Kent County.

Charles A. Larnard, speaking for Muskegon County Airport Committee, argued that Muskegon County "would be presumptuous in telling Kent County where to build its airport." June 17, 1959, the Federal Aviation Administration endorsed the Cascade site for Kent County Airport. August 2, 1959, brought another record-breaking crowd to witness a huge Dawn Patrol with 450 aircraft lined up wingtip to wingtip on Muskegon County Airport, and over 1500 breakfasts were served by the Junior Chamber of Commerce and Jaycee Auxiliary.

The Aero Club continued to be quite active and cooperated with Mgr. Hakes in pushing an October 29, 1959, millage vote. Labor and the Chamber of Commerce now endorsed the millage request and this time it carried by a margin of only 897 to approve a levy of one mill per year for four years for expansion of the existing airport in Norton Township. First tax collections began in December, 1960.

Early in the 1960s it had become apparent that the first Terminal Building, although twice enlarged, was much too small for the operation of both United and North Central Airlines. In 1961, implementing a new Master Plan, Runway 9-27 and the westerly end of Runway 7-24 were removed, the remaining portion of Runway 7-24 being converted into a taxiway, and Runway 5-23 was constructed along with taxiways and the extension of Runway 18-36, and lighted at a total cost of $555,912 of which the County contributed 25%. These costs included land acquisition which required much effort on the part of airport management and went into condemnations.

During 1962 and 1963 the new Terminal area was developed.

Donald Seyferth asked that the new Terminal Building not be just another traditional "box" building, and the Ski-lodge style architecture resulted in a beautiful brick building. July 2, 1962, bid was awarded for construction of the new Terminal Building off Ellis Road to Alstrom Construction Company. The plumbing, heating and ventilation contract went to Ruiter Brothers, and the electrical work was awarded to Newkirk Electric Company. Contracts were signed July 24, 1962. Original cost of the Terminal Building was $497,923 with additional expenditures in 1964, 1965, 1966, and 1971 bringing it to $523,023.00. The building was dedicated November 8, 1963. In 1974 the new Terminal Building concourse was constructed at a county cost of $81,194. Present planning recommends enlargement of the baggage-claim area of the Terminal, resurfacing of a portion of existing Terminal roadways, adding more roads, and enlarging the parking lot for the Terminal area within the next two years.

Along with construction of the new Terminal Building, a new water supply system was acquired in 1963 costing $44,330.00 ($11,082.50 county share); new sewage treatment system costing $44,382 ($41,053 county share); access road, service road, lighting and parking lots costing $70,961 ($22,956 county share); and fencing costing $15,000 ($5,124 county share). That fencing was the least expensive the airport could get by with, and needs to be replaced with better quality security fencing immediately.

November 8, 1966, a millage vote again passed, giving the airport one mill each year for two years. That year the new Terminal Building basement was named as a Civil Defense Fallout Shelter and supplied.

Runway 5-23 and parallel taxiway were extended in 1972, and other runways resurfaced, etc., at a cost of $980,427 with the County contributing $411,567. Within these construction projects

View of New Terminal Area Photographed from New Radar Tower

View of New Terminal Area from Airfield Side

the apron was constructed for the new Terminal area and new hangars.

During the 900-foot lengthening of Runway 5-23 by Kamminga & Roodvoets, a small creek had to be crossed, requiring elimination of considerable muck which proved more time-consuming and expensive than anticipated. The unnamed creek jokingly was dubbed "Tropria" Creek ("airport" spelled backward) by Mgr. Hakes. Construction of Runway 5-23 had earlier required eliminating a portion of Martin Road, and the by-pass roadways were jokingly called "St. John's Way" by the airport crew in honor of Asst. Airport Manager John Gucas who spent many hours overseeing the construction. Runway 5-23 was lengthened to meet demands of United Air Lines, only to be faced with a cut in service by United by the time the lengthened runway was ready for use.

October 13, 1970, Tri-Cities Construction was awarded the bid to construct the new Airport Maintenance Building for $57,884. Due to cost, an office section, originally planned, was eliminated from the bid. The building was occupied January, 1971. Since then a pole-type construction sand storage building has been constructed behind the Maintenance Building.

New Maintenance Building and Equipment

III. HANGARS:

August 28, 1929, a motion carried to advertise for bids for construction of a 60' x 80' hangar at Muskegon County Airport. No bids were received by September 10. It was readvertised. Again no bids were received by September 20, and it was advertised another time. By September 28, 1929, eight bids were received. The construction contract was awarded to George Lather & Sons for $7,688 for the hangar, and construction started immediately, with completion about December 18, 1929, of what has been called Hangar No. 1, or Building No. 3. It is believed that this building may have been a WPA project.

AUTHORIZED CONTINENTAL SERVICE
HANGAR SERVICE COMPANY
Field Service Contractors to Continental Motors Corporation

Hangar No. 1

Hangar No. 2

"Kaydon" or W.A.A. Building

Hangar No. 1 was leased for many years by Continental Motors Corp. for use by Hangar Service Corp. which did warranty work on Continental motors. It was originally operated by Al Vanden Berg and Forrest King. When VandenBerg became Service Manager of Continental Motors' Aircraft Division, he sold his share in Hangar Service Co. to James Danielson who had flown B-25s during WWII. In 1953 King died and Donald Zimmer bought out his share in the company. Zimmer had worked at Sealed Power Corp., in the aircraft engineering department of Continental Motors, and had done some work for Parrott Flying Service. He held a commercial pilot's license. Lee Dennison worked for Hangar Service from the time it was formed in 1947 until the company ceased operation in 1972 due to poor health of James Danielson who now lives in Florida. Dennison who holds a private pilot's license holds a contract and maintains the present fleet of two aircraft flown from Muskegon by Teledyne General Products Division, for whom Robert Wildman is Chief Pilot, and Gary Kenney and Gayle Bishop also fly.

In 1936 Continental Motors Corp. donated to the county an 80' x 100' metal hangar which was moved from the Getty Street location and became known as Hangar No. 2 or Building No. 4. It cost the county an estimated $9,790 to move and erect the hangar. For many years it housed aircraft used by Sinclair and Travis Flying Services. At one time each school stored thirteen aircraft in the hangar by placing the planes on dollies and turning them up on end to save space. The building has also housed numerous short-time fixed-base operations, was the airport maintenance garage for a while, and is now occupied by Ottawa Air Training & Transport.

After several years of negotiations, nine T-hangars were finally erected in 1946 at an estimated cost of $18,380. Some of the doors are now missing and they are in a state of poor repair. When Sealed Power Corp. rented one of the T-hangars, it paved

the floor and installed electricity in its hangar. There is always a waiting list for these hangars and seldom a vacancy. Due to their poor condition, only small rentals are charged per unit.

On June 28, 1943, the County Board voted to sell to the "Defense Plant Corp." 8.47 acres of land for an airplane assembly plant, and the large hangar known as the "War Assets Administration" Building or Hangar No. 4 (Building No. 6) was built originally for the Kaydon Corporation, valued at $244,000, and is still known as the "Kaydon" Building. It was deeded to the county by a "Deed of Release" dated February 9, 1955, a few years after it was actually turned over to the county. The airport has continued to maintain and operate the building.

For many years aircraft were stored in a portion and/or all of the building, operated part of that time by county personnel, and partly by a succession of fixed-base operators. In 1948 a cab for operation of an airport control tower was added to this building at a cost of $34,035 of which the county contributed $8,509. In 1952 the heating system for the control tower was installed at a cost of $3,455 of which the county paid $864.00.

The Kaydon Building is equipped with a sprinkler system. When used for aircraft storage there was always the problem of heat loss whenever the large hangar door on the west end of the hangar was opened during wintertime, and danger of sprinkler system freezing. During the period the airport maintenance department used part of the hangar, another overhead garage-type door was installed near the loading dock (sand pit) on the northeast side of the building. Airport management has been plagued yearly with cost of roofing repairs for the hangar, windows being broken, bricks falling, and need of various and sundry other repairs.

In the early 1950s Continental Motors Corp. leased 30,000 sq. ft. of floor space, and the rental helped immeasurably in operating

costs of the airport. S. D. Warren Co., Division of Scott Paper Co., has leased the hangar since May, 1972.

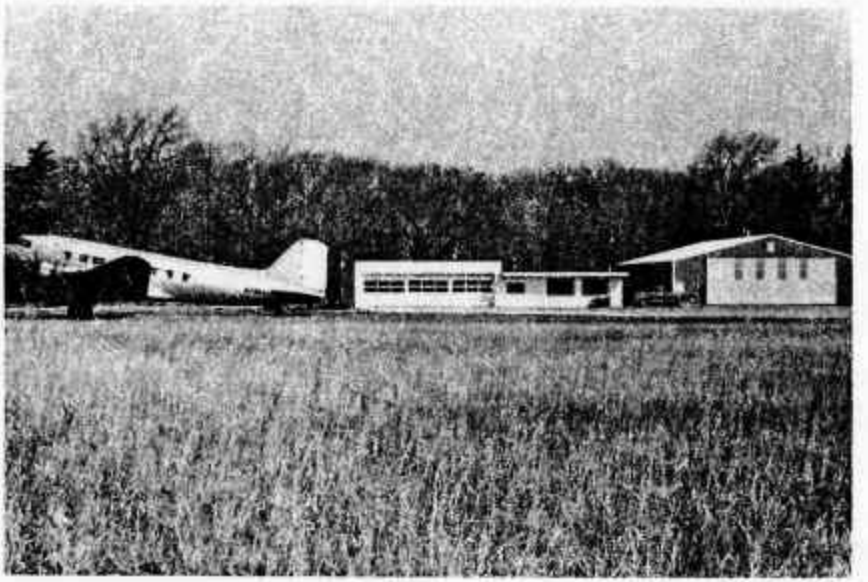
The Muskegon Exchange Club held "Home Shows" in the Kaydon Building 1954 through 1959.

J. J. Fagan and Company was hired in 1953 and for several years attempted to sell the Kaydon Building. Over the years the airport negotiated with several firms regarding possible purchase and/or lease of the hangar, including Brunswick-Balke Collender Co.; Coca Cola Bottling Co.; Misco Precision Casting Co.; S. D. Warren Co.; Lear; Browne-Morse Co.; Bede Aircraft: Muskegon Paper Box Co.; General Air Services, Inc.; and others. Lack of success in rezoning the building, and objections by Roodmont residents were major problems.

May 5, 1959, sixty-two local area teachers participated in Teachers Air Lift Day in the Kaydon Building. They were briefed by Fred Waite of the Michigan Department of Aeronautics, and were taken on flights over the city in airplanes furnished by Continental Motors Corp. and Sealed Power Corp.

September 22, 1959, firefighters from Muskegon, Ottawa, Oceana, and Newaygo Counties met at Muskegon County Airport in the Kaydon Building for a day-long briefing on aircraft crash and rescue procedures. They were members of the West Shore Firemen's Assn. In charge of the briefing was Sgt. Allen Kincaid of the Air National Guard Unit at Battle Creek.

Hangars were contracted by the county to be constructed in 1964 by Tri-Cities Construction at 105 and 109 Service Road (since named Sinclair Drive). The plumbing and heating was done by Ruiter Bros., and the electrical work by Hall Electric Company. Hangar No. 105 has cost the airport $105,782 and has been leased



G & W Hangar, Pilots' Lounge, and West Mich. Flying Club Hangar

Hangar No. 105

since construction by Executive Air Transport, Inc. Hangar No. 109 cost the airport $111,379 and was first leased by Teledyne-Continental Motors; however, in 1967, Continental constructed its own hangar at 111 Sinclair Drive, and Executive Air Transport soon took over rental of Hangar No. 109. November 30, 1982, Hangar No. 111 will become the property of the airport.

Executive Air Transport was given first right of refusal of the lot between Hangars No. 105 and No. 109 October 13, 1964.

At one time Sealed Power Corp. had considered building a hangar at 107 Service Road; however, in 1969, it built its hangar between Hangar No. 2 and the T-hangars by Norton Cemetery off Airport Road. For many years Sealed Power had leased a T-hangar, back in the years when James Larkin still served as its pilot. Later its aircraft were hangared in various hangars as the size of the airplane increased. From September, 1967, until its own new hangar was ready for occupancy, it leased Hangar No. 1, and subleased space to Custom Air Sales during a part of that time. Jay Henshaw was its pilot for several years. Dick Glathaar is now the Sealed Power Corp. pilot.

In 1975 West Michigan Flying Club put up its own 60' x 60' hangar on a lot between the building used by G & W Charter Service and the Kaydon Building. The Club leases the land on which the hangar is situated. After twenty years that hangar will also become the property of the airport, as will also Sealed Power's hangar.

For insurance purposes airport buildings were numbered: the first Terminal Building, No. 1; the flying schools office building, No. 2; and the hangars were called by succeeding numbers, although the hangars were also called Hangars No. 1, No. 2, the T-Hangars, and the "Kaydon"Building or "W.A.A." Building. Buildings in the new Terminal area bear their street numbers.

IV. AIRLINES:

UNITED AIRLINES:

Thompson Aeronautical Corp. and Kohler Airlines both were involved in flying the mail through Muskegon in the early years, landing at the Continental Motors Getty Street field. Pennsylvania Airlines & Transport Corp. started operating through Muskegon and picked up one or both of the above, using Ford Tri-Motors in 1936 or before. In 1934 airmail contracts were cancelled, but were reawarded in 1934 or 1935. Pennsylvania Airlines and Transport Corp. (PAL) had the Detroit/Milwaukee route through Muskegon. Central Airlines had the Detroit/Washington route. In 1937 PAL and Central Airlines merged as Pennsylvania-Central Airlines Corp. In 1948 or 1949 the name was changed to Capital Airlines, Inc., as its headquarters had been moved to National Airport, Washington, D.C., in the winter of 1940/41. It was taken over by United Air Lines, Inc., June 1, 1961.

John H. Tischler (known to everyone on the airport as "Tisch") began working for Central Airlines in Cleveland, Ohio, in 1935, and came to Muskegon in December, 1940, for Pennsylvania-Central Airlines. He has been airline station manager since that date.

It is interesting that during 1942 emergency guards were hired for the airport at a cost of $12 per day, due to an order of the Civil Aeronautics Administration.

Capital Airlines, in about 1959, assured Muskegon County that it could foresee the time when it could no longer serve Muskegon alone and assured the community that it would not oppose action to petition the Civil Aeronautics Board for another carrier to serve Muskegon.

In June or July, 1960, Capital Airlines filed petition for bankruptcy, and United Air Lines announced its intention, providing the Civil Aeronautics Board would approve, to make a purchase offer for Capital Airlines' routes and assets. June 1, 1961, United Air Lines began operating what had formerly been Capital Airlines and serving Muskegon County Airport.

The first jet airplane to land at Muskegon was an Air Force training plane flown by Capt. Richard L. Bugai March 10, 1952.

Capital Airlines began DC-4 service here in 1952. In the fall of 1957 Capital landed both a Constellation and a Viscount here due to fog at other airports. A United Airlines DC-6 landed here March 7, 1958. United now brings in Boeing 737s and 727s.

The Airport Committee took United Air Lines to court May, 1973, and the Federal court issued a temporary injunction against United stopping its morning Muskegon/Chicago flight. The airline then agreed to continue the morning nonstop service provided the County would drop its court action against the airline.

Other current United Airlines employees and their starting dates here are: Bud Allen (1940, Charley Clark (1940), Fred Horan (1945), Clark Branch (1948), Howard Mattson (1953), Don Schulz (1955), Beverly (Mrs. James) Larkin (1955), Elmer Burns (1957). Wendell Bengston (1957), Dick Grove (1959), Bob Duliban (1973), Mike Ricco (1974), and Marty Morin (1975).

NORTH CENTRAL AIRLINES:

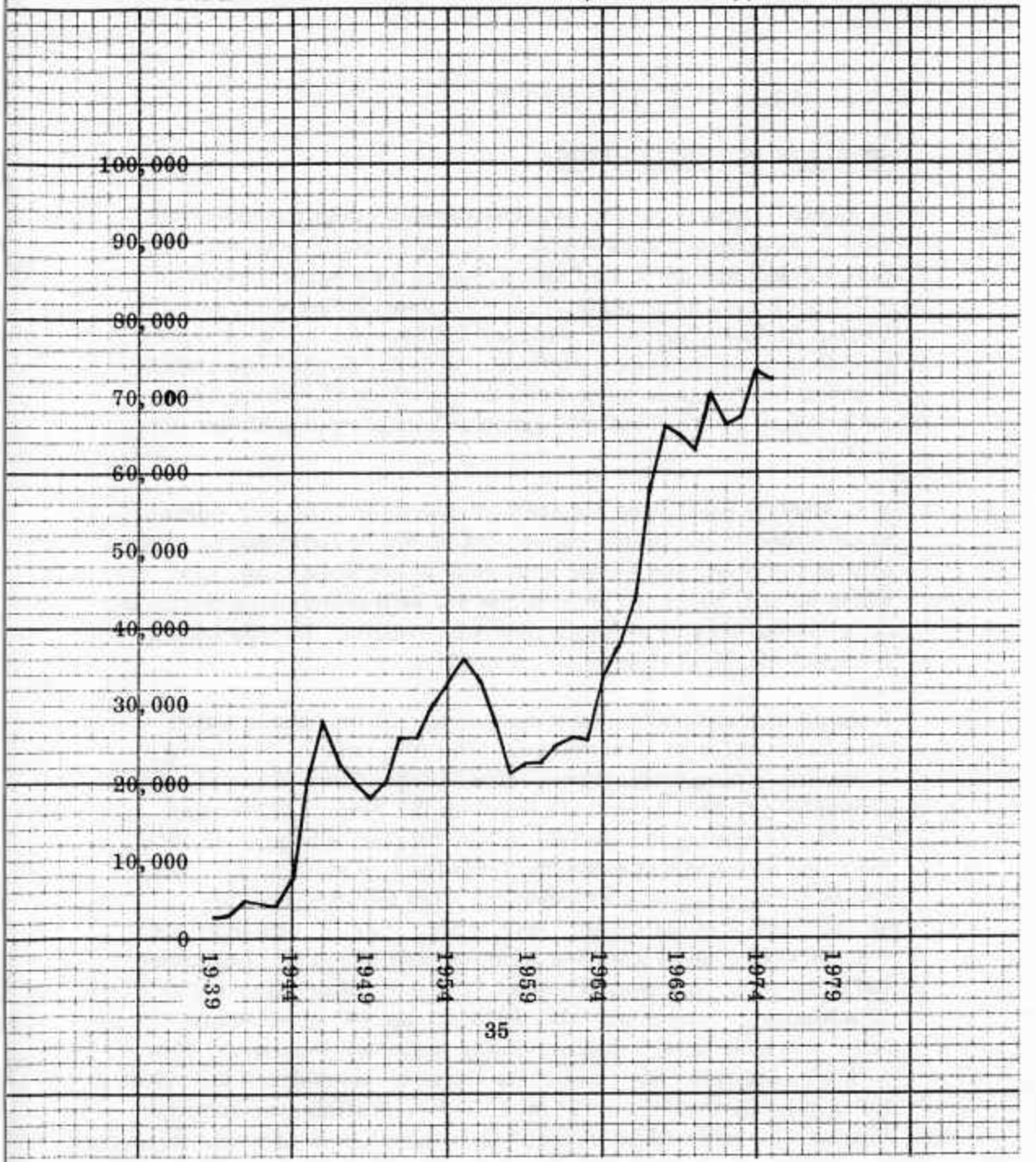
North Central Airlines was first contacted by Muskegon County in 1953 regarding service to Muskegon. February 17, 1958, North Central flew in here and took twenty-five members of the Chamber of Commerce to the U.S. Chamber "Congressional Issue Clinic"

in Milwaukee. Don Seyferth was Chamber President at the time. A new lobby was constructed to give more space for passengers in the old Terminal Building, and North Central began operations with its Convair 440s December 1, 1960.

Wayne F. Sherman was station manager here until November, 1965, when he was transferred to Detroit Metropolitan Airport. At that time Charles Allen was transferred from Grand Rapids to Muskegon and has been North Central's station manager here since then. In 1967 North Central initiated Convair 580 prop-jet service here. North Central took a planeload of civic leaders and officials on a DC-9 flight from Muskegon October 18, 1968, and initiated DC-9 service here October 27, 1968.

Balance of North Central's current staff include: Lynn Brown (1965), David Scheidegger (1967), Ron Harmon (1967), Ken David (1968), Don Parsons (1968), Walter Bloom (1970), and Dan Thomas (1971).

AIRLINE PASSENGERS BOARDED (Outbound only)



V. AIRPORT TENANTS:

SINCLAIR FLYING SERVICE:

In August, 1936, Cecil R. Sinclair opened Sinclair Flying Service at Muskegon County Airport. At that time he was 48 years old, and had already been flying 27 years as a barnstormer, in a flying circus, as an airmail pilot for Ford Motor Co., for Trump Airlines, and for Universal Airlines which was reorganized to become American Airlines. In 1923 "Sinnie" had staked Charles Lindbergh to a meal and the privilege of making a few dollars flying with "Sinnie's" group of barnstormers at Staunton, Illinois.

Mr. Sinclair could have obtained the fourth or fifth pilot license to be issued in the United States, but stated he could see no need of it at the time, and waited until 1926 to get license No. 624 which he still holds and uses at age 88, still maintaining the name of his flying service although generally retired. He was issued Contract Air Mail License No. 2 in 1926.

It would take several pages to enumerate all the honors which have been bestowed upon this man. His biography is now being written by a former secretary, Mrs. Vivian Clark Branyan, and should be printed soon. At one time the Airport Committee considered naming the airfield in Mr. Sinclair's honor. In 1975 the name of the street extending from the fire station to the new administration building was changed from Service Road to Sinclair Drive in his honor. May, 1971, "Sinnie" was inducted into the OX5 Club of America Aviation Hall of Fame. December, 1971, he soloed his son, Raymond, two days after Raymond's 16th birthday. November 17, 1975, at age 87, on his 60 th anniversary of flying, F.A.A. Safety Inspector Paul Derr, flew with Mr. Sinclair and renewed his license. Considered the oldest living pilot instructor, early in 1976 Mr. Sinclair was honored on television and will be included in Guiness' Book of World Records.

TRAVIS FLYING SERVICE and HERTZ LICENSEE:

Howard J. Travis who had a fixed-base operation in Big Rapids, Michigan, commuted daily (flying or driving) between there and Muskegon after he opened Travis Flying Service in Muskegon in 1938. Travis' and Sinclair's tiny offices were in the basement of the first Terminal Building until a flying school office building known as Building No. 2 was acquired in 1946 at an estimated county cost of $2,600. It has since been torn down. During World War II both Sinclair and Travis taught in the War Training Service through Muskegon Community College. For many years Mr. Travis was F.A.A. Flight Examiner for the area.

In November, 1952, Howard Travis was granted permission to add air ambulance service to his business, and in January, 1953, began his car rental operation, first being affiliated with Avis, then transferring to Hertz in 1959 which he continued to operate until September, 1969, when he died as a result of heart surgery. He dropped his flying service in 1967. Mrs. Helen Travis sold the car rental business to George Vincent who has continued to operate it.

Besides having his office in Building No. 2, Mr. Travis had counters and/or office space in the lobbies of the first Terminal Bldg. Since construction of the new Terminal Building in 1963, Hertz has occupied a counter and office space in that building. Mr. Travis was required by the Airport Committee to build, at his own expense, a brick building costing approximately $20,000 for use as a service building for his fleet of cars, and it is equipped with a washing machine, hoist, etc. He installed underground gasoline storage tanks. At the end of twenty years the building will become the property of the county.

Marion (Christiansen) Gucas, a World War II WAC, as a student

of Travis, was the first woman to receive her private pilot license in Muskegon County under the GI Bill. She married John Gucas (now Assistant Airport Manager) in June, 1947. In January, 1948, Mrs. Gucas began working for Travis Flying Service, and has been manager of the Hertz operation since 1970. Known as "Chris" she has employed a series of Christiansen nieces and nephews as they became of working age, and Rae Marie (Christiansen) Perreault has worked for Hertz for several years.

PARROT FLYING SERVICE:

George Parrot was given a contract May 24, 1945, to operate a flying school. In 1947 he moved from the basement of the old Terminal Building to the Kaydon Building. Bud Griffin, a former student of Parrot, bought him out, but soon ceased operation of the service. Records are indefinite, but it appears that Mr. Parrot built a small building that was used for aircraft repairs and which remains at the northwest end of the Kaydon Building. After his death his widow, by then Mrs. Alice (Iver) Carlson, sold the building to Jack Miller, then operating the MUSKEGON AIRCRAFT SERVICE. (Of interest to some may be the fact that in 1958 Jack Miller and Vern Clark purchased a 1931 "Kinner-Bird" formerly owned and flown by Anne Morrow Lindbergh.) Muskegon County Airport eventually received title to the little aircraft repair building. Muskegon Pilots' Association built a pilots' lounge as an addition to the building. It has never been named, but has been used by the Civil Air Patrol and other organizations. The building has been leased by Richard Wilson d/b/a G & W CHARTER SERVICE.

Dick Wilson took lessons from Parrot Flying Service, took his first lesson from Don Zimmer, and was soloed by Dale Olsen. He now has a commercial license, is a certified flight instrument

instructor, and has flown approximately 9,000 hours. He has flown for Mich-Air Mooney, Custom Air Service, and Mona Shores Mechanical Contractors, before flying for Burdette Gray and G & W Charter Service.

In August, 1945, William S. Esler was granted a contract to operate an aircraft repair and maintenance service in a building he would construct on land leased between Hangar No. 2 and the T-hangars where Sealed Power's hangar now is. He operated from that location until his death. The building was then removed, but the concrete floor remained and was used as a place where pilots could wash their airplanes for a period of time.

EXECUTIVE AIR TRANSPORT, INC.:

For some time following World War II Vince Dostert and Muriel (Brownie) Brown flew as pilots for Francis Aviation out of Lansing, Michigan, making many landings at Muskegon County Airport. Dostert learned to fly with C. R. Sinclair and was an Air Force pilot during World War II. He continues to fly a Saberliner for Howmet Turbine Components Corp. Brown, a native of Muskogee, Oklahoma, came to Muskegon in 1936. He flew the Far East run for TWA (then under contract to the Air Forces) during the War. Brown is now retired.

November 1, 1959, the two men began operating Executive Air Transport, Inc., out of the Kaydon Building. In 1960 they were given the Shell concession on the field. In 1963 they bought the aircraft service owned by Jack Miller, although Mr. Miller still retained his Texaco concession. November 1, 1970, the firm was purchased by Guy Decker, President, Decker Steel Co.

Donald Treu has managed the firm since that date. Mr. Treu also received his flying instruction in the Air Forces and flew B-17 bombardment missions. Later he flew three years for TWA, four years for Whirlpool Corp., and then was with Northern Air Service, Grand Rapids, Michigan, until coming to Muskegon in 1970. He holds commercial pilot and air transport ratings and has logged 20,000 hours flying time.

WRIGHT FLYING SERVICE:

Carleton Wright, Jr., d/b/a Wright Flying Service, began operation from Hangar No. 1 June 1, 1970. He continued to work for Anaconda Wire & Cable Co. until 1974, and operated a blueberry plantation on which he also has a landing strip and hangar. June 1, 1971, he took Jack D. Brewer into the firm (Wright, President; Brewer, Vice President and Treasurer), and the name was changed to Wright & Brewer, Inc. They operated through October, 1974. Since then Mr. Wright (F.A.A. Flight Examiner for the area) has been Chief Pilot and Chief Flight Instructor for Executive Air Transport. Jack Brewer went to the Grand Haven Airport and became its manager.

OTTAWA AIR TRAINING AND TRANSPORT:

Mrs. Mary Creason taught flying for Executive Air Transport for a while. She has operated Ottawa Air Training and Transport from Hangar No. 2 since January, 1971.

Mrs. Creason (wife of Grand Haven dentist William Creason) founded the Boyne National Air Academy, Boyne Falls, Mich., where she teaches boys and girls 12 to 16 years of age during summers. She learned to fly in Kalamazoo in 1943 and now holds commercial ratings to instruct flight, instrument, and ground school, and has taught aviation education for Muskegon

Community College. She is qualified to fly single engine land and sea planes and multi-engine land planes and specialized in aerobatics. Her sister died during WASP training during World War II. In 1970 Mrs. Creason became the third woman pilot in Michigan to hold an air transport rating. She has participated in several All-Woman Transcontinental (Powder Puff) Air Races and SMALL Races, and is active in Michigan Ninety-Nines, Zonta Club, League of Women Voters, AOPA, and other organizations. The mother of four children, she has taught them to fly. In 1974, she also managed the Grand Haven Airpark.

GASOLINE CONCESSIONS:

In the early years of the airport an island service station was installed by the County and aviation gasoline was dispensed to aircraft by County personnel from that island. In 1953 Jack Miller, d/b/a Muskegon Aircraft Service, took over the gasoline concession which he maintained, selling Texaco products until November, 1973. He was succeeded by one of his former employees, Frank Shershen d/b/a FRANK'S SKY CENTER, who operated the Texaco concession until he went out of business in 1975. Many pilots have routed their flights through Muskegon because of the good service Frank Shershen rendered them. Since 1975 Mrs. Mary Creason and Ottawa Air Training and Transport has had the Texaco concession.

Executive Air Transport, Inc., is the Shell concessionnaire.

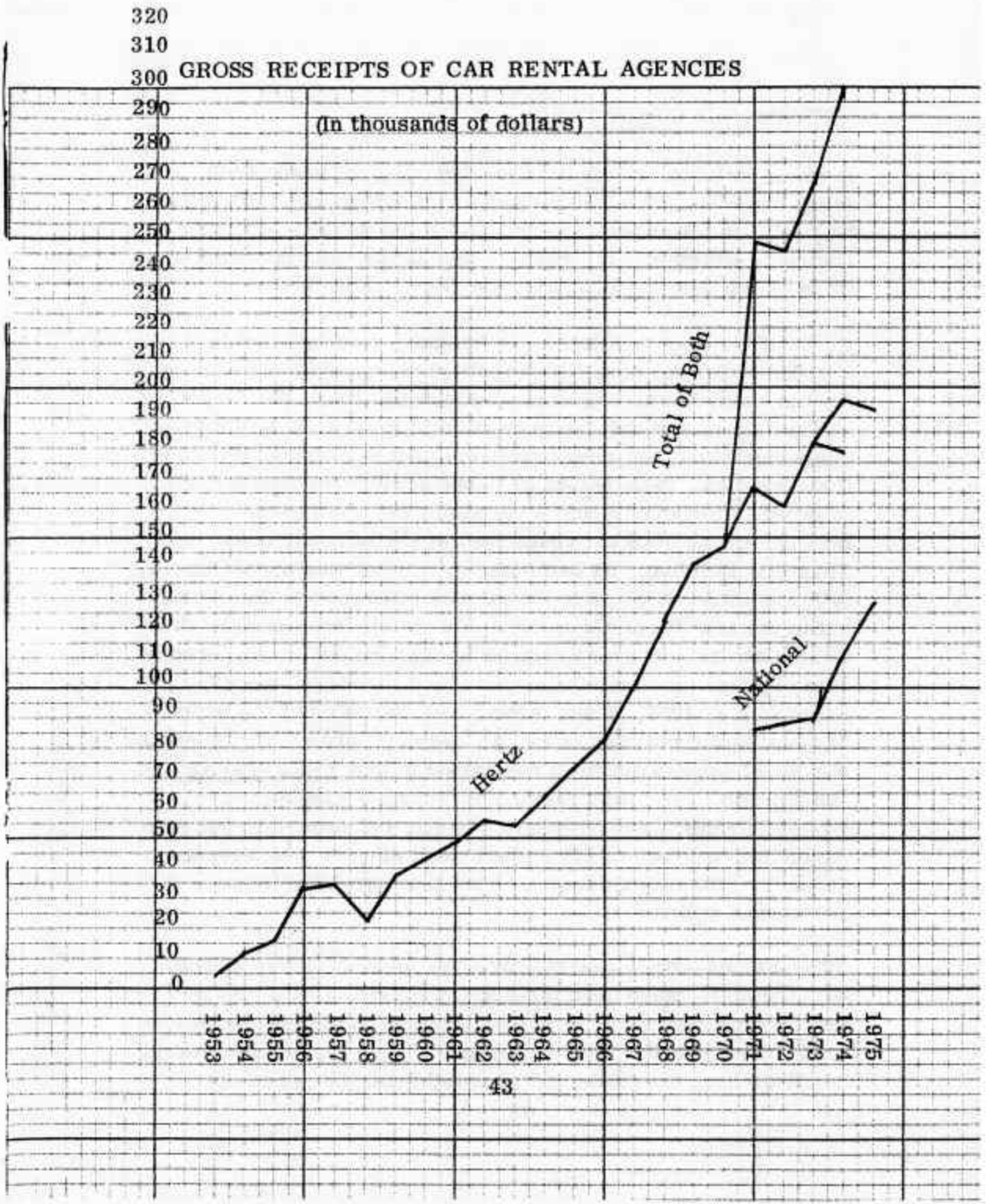
Teledyne/Continental Motors contracted with the airport to put in its own gasoline storage tanks for gasoline to be used in its own fleet of planes. United Airlines also put in its own fuel storage tank in an area it rents from the County.

NATIONAL CAR RENTAL (E. & N. Leasing, Inc.) :

For many years it was the philosophy of the Airport Committee that the airport could support only one healthy car rental business, and feared that by dividing the business between two or more licensees, neither would be successful; however, in January, 1970, the Committee did grant a ten-year contract to E. & N. Leasing, Inc. (Nathan Schilleman, President, and John Boeschenstein, Secretary) to begin National Rent-a-Car Concession on the airport with counter space in the Terminal and a storage room in the basement. They rent space for storage of cars east of the Hertz Service Building area. Both car rental services were allowed space in a ready lot at the east end of the new Terminal Building. National has its cars serviced "off airport." Paul Schultz became its manager and has continued in that capacity.

Comparisons show the following percentages of business:

	1971	1972	1973	1974	1975
Hertz:	65.8%	64.9%	67.15%	64%	60.17%
National:	34.2%	35.1%	32.85%	36%	39.83%


GROSS RECEIPTS OF CAR RENTAL AGENCIES
(In thousands of dollars)
320
310
300
290
280
270
260
250
240
230
220
210
200
190
180
170
160
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
0
Total of Both
Hertz
National
1953
1954
1955
1956
1957
1958
1959
1960
1961
1962
1963
1964
1965
1966
1967
1968
1969
1970
1971
1972
1973
1974
1975

RESTAURANT OPERATIONS:

A small building, at one time located adjacent to the first Terminal Building, was used as an airport coffee shop called the SKY DINER for several years. Giles and Redeker operated it beginning November 21, 1945. Other people who operated it were by the name of Langlois, and Mrs. Celia Rust.

C. T. (Chic) Henne desired the restaurant concession in the new Terminal Building. During its planning and construction, he was given a year's option. October 19, 1961, the Airport Committee moved that the airport build a 24' x 40' building to house the temporary restaurant, cost not to exceed $10,000 of County money, to be leased to Henne at $300 per month, or 6% of gross, whichever would be greater, for a minimum of sixteen months or until the restaurant would be ready in the new Terminal Building. At that same meeting it was moved that a letter of intent be given to Henne with reference to the restaurant in the new Terminal along with a motel, but signed by the Committee subject to a figure being determined on the percentage of gross income to be required for the motel operation. November 8, 1961, Henne turned down the offer of the temporary restaurant building in the old Terminal area. For several months he operated a little restaurant called THE FIRESIDE in Building No. 2 in space vacated by Travis Flying Service, and attempted quite a promotional program, but eventually gave up. An invitation to one of his grilled steak dinners was a treat. January, 1962, the Committee moved to purchase Henne's restaurant equipment.

Mrs. Frieda Frost, assisted by Mrs. Jack (Martha) Hakes, kept the coffee shop open through December, 1963. Many people remember their delicious ham and Swiss cheese on rye sandwiches and their homemade pies. Both former restaurant buildings have been sold and removed from the premises.

GLADIEUX CORP. of Toledo, Ohio, eventually won the contract and became the first operator of the Horizon Room as the restaurant in the new Terminal Building became known. Gladieux put on an extremely elaborate smorgasbord luncheon for the Terminal Building Open House and Dedication November 8, 1963. The ribbon cutting at 11:00 A.M. and luncheon following was attended by over 200 invited dignitaries.

Starting February 25, 1965, the restaurant was operated by DRELLES MANAGEMENT CORPORATION (Leo Drelles, President). Drelles' cessation of service at the airport ended in a lawsuit.

Beginning April 1, 1973, Roland Damasin (formerly at the Century Club) d/b/a SKYLINE RESTAURANT, INC., operated the restaurant until April 1, 1974, when he left the city for another restaurant operation in Alma. June 13, 1974, Barton H. Taylor, an employee of Damasin, took over the restaurant operation under the same name and has continued the operation. His noon and Sunday specials have proved to be quite popular.

The restaurant kitchen and dining rooms in the new Terminal were equipped by the county, including cooking equipment, tables, chairs, carpet, drapery, etc., along with the bar and furniture in a cocktail lounge, a dumb waiter to take food from kitchen to basement banquet rooms, etc. Since then new carpet and drapery have been furnished.

OTHER OPERATIONS:

A Mr. Ferris, d/b/a Economy Flying Service of Benton Harbor, was given an operating contract by the County Road Commission beginning July 29, 1937.

It is known that in the fall of 1944 a flying service known as Muskegon Airways or Muskegon Flying Service, a Mr. Peters, manager, ceased to operate.

In 1946 Forrest King was allowed to conduct a Sunday and holiday sightseeing flight service.

From 1950 or earlier through 1963 the popcorn/peanut wagon concession was a popular and familiar sight at both Terminals Sundays and holidays. It was first operated by John Nalbandiare and later by Albert Ohanesian, both of Grand Rapids.

For many years Harry C. Burdick operated the Airport Passenger Service. In 1959 the Airport Committee appealed to the Michigan Public Service Commission but failed to get his franchise rescinded here. He continued to operate through 1968. A portion of that time he held a Hertz franchise.

In later years the limousine service has been operated by Walter Gosdin d/b/a Goose's Taxi Service; for a while by Lyle L. Collins and his son, Lewis; and now by Lewis Collins alone.

For a number of years Francis Aviation, Lansing, chartered a twin Beechcraft for the transportation of Jack Reese, President of Continental Motors Corp. One airplane was assigned for his use. There was considerable argument as to whether Francis Aviation should pay landing fees for this operation. It is known that they did eventually sign contracts and did pay fees from

May, 1959, through September, 1966. The contract was cancelled June, 1958, due to nonpayment of landing fees, but was renewed December 31, 1961.

The airport received revenue over the years from sales of Christmas trees grown on the airport. A. L. (Al) Coddington managed the tree plantation for several years. A Soil Conservation Technician in Muskegon County, he ended 35 years of government service when he retired March 1, 1976.

Carter Oil Co. held an oil lease on airport property in 1958.

Northern Air Service was given a contract for charter service, October, 1958, and again in January, 1964.

Dr. William C. VanGelder d/b/a Gobiaire Charter Service, an aerial ambulance service, held a contract January, 1959, through 1961. He tried to establish a health club on airport property but was denied the lease as the location he chose was in an airport clear zone.

Phil Coleman d/b/a Midwest Aircraft Sales, did some business on the airport in 1960.

Percy Campeau d/b/a West Michigan Aviation operated from July 13, 1961, until April 16, 1963.

Paul Duncan d/b/a Mich-Air Mooney, held a contract from March, 1962, until the firm went bankrupt in April, 1966.

A portion of the second floor of the old Terminal Building was rented by Angus McFarren, Justice of the Peace, and shared by the Norton Township Recreation Dept., from March, 1965, through December, 1968. Angus McFarren also operated

Norton Air Services while being Justice of the Peace in 1966.

In October, 1966, the Norton Shores Police Dept. rented space on the first floor of the building which it continued to use until June, 1972. During this time the transition was made from Norton Township to the City of Norton Shores. Police Chiefs during that time were Al Genter and Charles Curtis.

During 1969 the 60th District Court, Southern Division, used the portion of the building vacated by the Justice Court. Judge William A. Hanna presided. Judge Ralph Rose was also there for a short period before moving his court to another location.

Custom Air Sales was operated by Marvin Zylstra from 1965 until December, 1968. He is a remarkable pilot.

Muskegon Drive-in Theatre has rented land from the airport since 1964 for overflow parking.

Al VanderPloeg, a Mr. Oyler, and James Flood, d/b/a Flight Enterprises, operated at the airport from Hangar No. 1 in 1966/67.

Lambert Aviation, Inc., operated from 1968 for a short period.

Malcolm Parker d/b/a Air Holiday, operated from Hangar No. 1 from August, 1968, until January, 1969. He also operated Aero-Craft Sales Unlimited and/or Aircraft Unlimited from July 1, 1968, until 1970.

Dr. Thomas Stevens (dentist from Hart, Michigan) operated Aero Leasing, Inc., July 1, 1969/71, and still has a DC-3 on the field.

R. J. Hemmelsbach, d/b/a Space Age Industries, held a contract from October 13, 1969, until March 17, 1971.

Showcases:

For several years the airport sold listings shown in a Directory in the lobby of the former Terminal Building.

In the lobby of the new Terminal Building are several large wall-type showcases as well as a double line of smaller cases freestanding in the lobby in which many local firms have carried their advertising.

Presently in airport showcases are the advertising of Sealed Power Corp.; Clarke Floor Machine Co.; Reid Tool Supply Co.; Misco Division of Howmet Corp.; Muskegon Tool Industries; General Telephone Company; Shellcast, Inc.; S. D. Warren Div., Scott Paper Co.; and Vollmer Realtors. The U.S. Marines and the County Museum each use a showcase. Ramada Inn has a direct-line telephone in the lobby.

Other displayers have included: Brunswick Corp.; Reichardt; Shaw-Walker Co.; Johnson Products, Inc.; Bastian-Blessing; Aero Manufacturing & Machining Co.; Techrand Corp. of America; Clyde Hendricks, Realtor; Muskegon Piston Ring Co.; Dri Slide, Inc.; American Coil Spring Co.; Grand Transformers, Inc.; Whitehall Leather Co.; Ott Chemical Co.; Edlen Machinery Co.; IFR-Morton Industries; Campbell, Wyant & Cannon Foundry Co.; Continental Motors Corp.; Kaydon Engineering Corp.; Muskegon Piston Ring Co.; Bennett Pump Div., John Wood Co.; Dana Printing Co.; Lakey Foundry Co.; J & K Enterprises; Aero Mfg. & Machine Co.; American Greast Stick Co.; and National Lumbermans Bank & Trust Co.

VI. GOVERNMENT SERVICES:

WEATHER SERVICE:

The U.S. Weather Bureau began operating as a first-order station in Muskegon February 18, 1938. July 10, 1940, the office was moved from the first to the northeast end of the second floor of the first Terminal Building. Officials in Charge between 1938 and 1946 were James Stork, George Borders, and Wendell Cowdrick. Donald Mark was Meteorologist in Charge from November, 1946, until he retired June 28, 1972, and Morton B. Peterson has been Official in Charge since that date.

The first weather radar system was commissioned at Muskegon County Airport May 9, 1957, at which time Weather Bureau quarters were moved to the opposite end of the second floor of the Terminal Building to be near the radar tower. In 1963, after the airlines moved to the new Terminal Building, the Weather Bureau quarters were moved to the lower lobby of the old Terminal Building where they remained until the fall of 1975.

When the County was faced with the choice of building new quarters for the Weather Service near its new radar tower, or lose the facility, a new building was constructed at a cost of $135,000 at the western end of the new Terminal area adjacent to the public parking lot, and called the Administration Building. It houses the Weather Service and the Airport Administrative offices. The airport manager moved into his suite of offices May 20, 1975, and the Weather Service made the move October 15th. The new radar began operation in January, 1976, and was commissioned officially March 25, 1976.

Some meteorologists and/or meteorological technicians who have worked at the facility include William Chassee, Harold Grimes,

James Hatch, Harold Abel, Palmer Hansen, Corrine Hanson, Margaret Hendricks. Milford F. King, Robert Twa, Marshall Soderberg, Rollin Mannie, Don Starkey, Donald Bixeman, Harry Hamlin, Jack Sage, Francis Zillins and Richard Hickey. Electronic technicians included James Taylor, Marcus Dunlap and James Stedman.

During the summer of 1959, the Muskegon Weather Bureau conducted three two-week courses training civilians to be antarctic meteorological observers. Teachers were Donald L. Mark and Marshall Soderberg. The teams were eventually sent on a South Pole expedition. In later summers other classes were taught here.

The service began as "Weather Bureau". In the mid-1960s it was changed in name to "ESSA" which stands for "Environmental Science Services Administration". In the early 1970s it became known as the "National Weather Service" which is part of the National Oceanic and Atmospheric Administration, all of which has always been under the Department of Commerce.

Basically the Weather Service operates a continuous weather watch 24 hours per day, 7 days per week. It does a complete surface observation program, issues local forecasts for Muskegon and vicinity, renders public and aviation weather service; operates local warning radar, makes near-shore marine forecasts for the area from Grand Haven to Charlevoix including Grand Traverse Bay (summer season only), and has severe weather warning responsibility for fifteen counties in northwest lower Michigan.

F.A.A. COMMUNICATIONS STATION/TOWER:

A C.A.A. Communications Station was established at Muskegon County Airport (MKG) in 1941 with space rented in the second floor of the first Terminal Building at $200 per year. In 1949 the C.A.A. Control Tower was established in the new tower cab attached to the southeast corner of the Kaydon Building. Three years later the two became a "Combined Station/Tower" operation and the space in the Terminal Building was vacated.

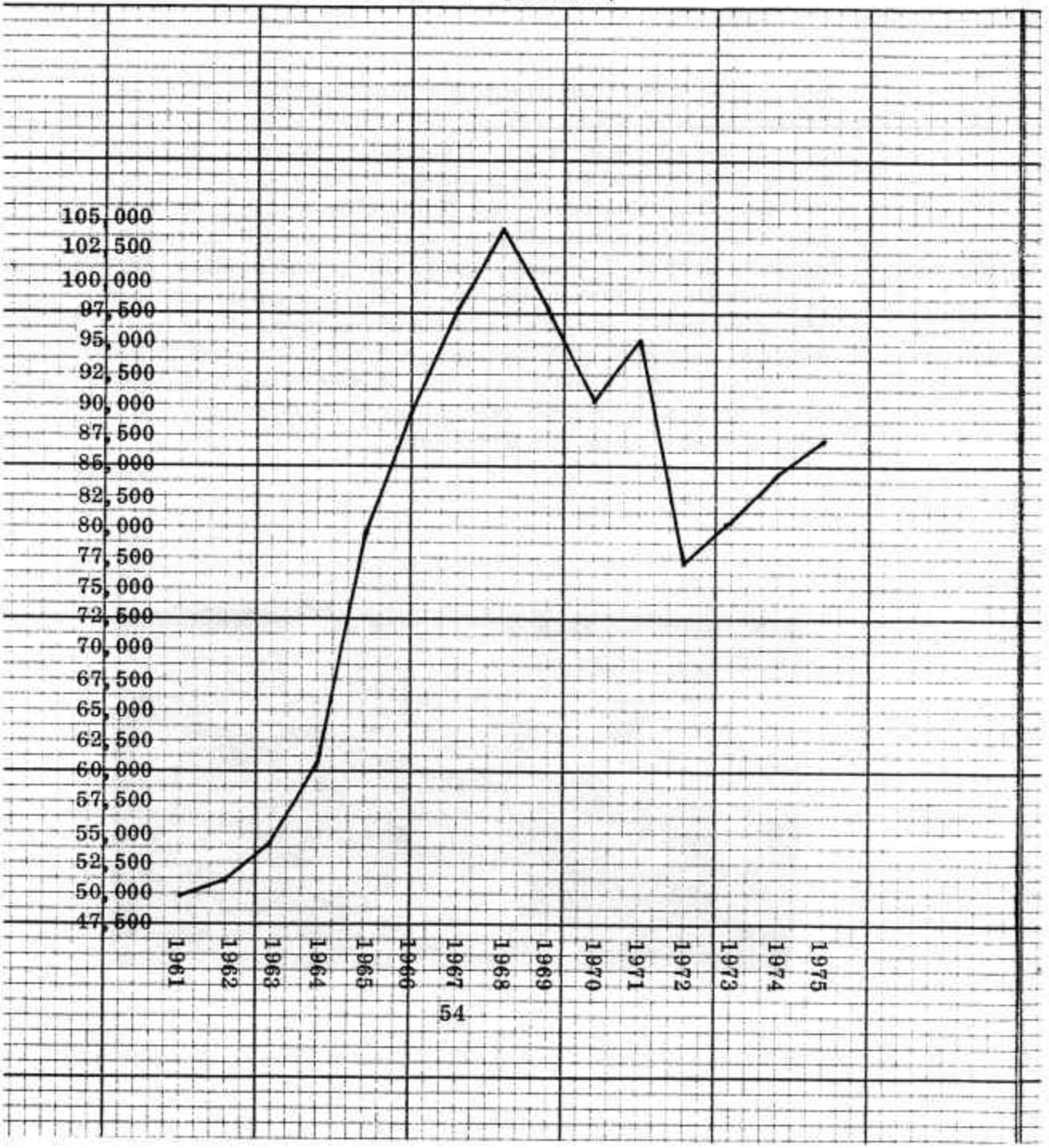
A Mr. Quirk was C.A.A. manager in 1945 followed by John (Jack) Kern and Thomas Kelley. Art Watters was the first Tower Chief. After being gone from this area for a period of time, he returned and eventually retired from Muskegon in April, 1969. Iver R. Carlson was Chief fourteen years, retiring November, 1971. Harald Bach has been Chief since February, 1972. Many controller/communicators have worked at Muskegon County Airport including: Frank A. Gineman, Edith Bye, Herman Lederer, Donald Lavin, Donald Salzer, Carl Hansen, William Blanchette, Alan Ritter, Frank Willman, Leon Jacobs, Steve Tatro, Herbert (Mike) McPherson, Barbara Jean Withington, Roy Lambrix, Roger Barnes, John (Jack) Hazen, Roger Callahan, Ray Korstanje, Alexander Kalvaitis, William Nash, Robert Anderson, Joe Forys, Mike Kiehl, Mike Long, Doug Shank, Lee Jacobs, Gary Ludwig, Archy Brown, Gary Brownlee, Bob Buttis, Alan Fairchild, Dennis Kovacs, William Lee, and Dan Coleman. Airways facility technicians have included John Graham, Lynn Kubal, Bob Boston, Donald Czarnecki, James Crough, Allen Dahnke, Duane Kuyath, James Lupton, Donald Kunst, Frank Kryfka, Don Hartung, and the present Chief, Lee Hood.

With the move to the new Terminal area, the Federal Government constructed a new six-story modern Control Tower building in

1966. F.A.A. services available at Muskegon County Airport include twenty-four hour Control Tower (ground control, local control, and non-radar approach control); emergency direction finding approach and DF Net facilities; visual oral range (VOR) including MKG (Muskegon), HIC (White Cloud), and PMM (Pullman); ILS (instrument landing sys tem); air surveillance radar beginning in 1976; instrument approaches to four runways; ALS (approach landing system) Runway 32; MALS (medium approach landing system) Runway 23; radio communications on six frequencies, receiver capability unlimited; and IFR control to Fremont and both of Holland's airports. Muskegon is a training facility for F.A.A. and has twenty-five employees in the Tower and eleven airways facility technicians.

Along Ramp, Hangars No. 109, 111, Control Tower, Fire Station

AIRCRAFT TRAFFIC (Total Operations)



FEDERAL PROJECTS:

September 24, 1948, Proj. No. 9-20-034-801, Construction of Control Tower on existing building.	$21,000
October 19, 1954, Proj. No. 9-20-034-802, Contr. No. C3ca-6751	173,111
Land acquisition; clear and grub; grade; drain; turf; pave NW/SE runway (approx. 150' x 5,000'); furnish and install segmented circle marker, electrical duct, high intensity lighting system in NW/SE designated instrument runway, obstruction lighting, beacon and beacon tower; alternations and additions to the existing Administration Building; approach clearances.	
March 25, 1954, Proj. 9-20-034-303, Contr. No. C3ca-142A	20,000
Acquisition of land and property interests and approach clearances of the southeast approach area to the NW/SE runway; approach clearances; removal and relocation of power lines.	20,000
June 27, 1955, Proj. No. 9-20-034-504; Contr. No. C3ca-402A	65,530
Land acquisition in the NW and SE approaches; construct bituminous overlay on the NE portion of the NE/SW runway (approx. 350' x 50' for taxiway use; additional approach clearances in the SE approach; approach clearances in the NW approach; relocate obstruction lighting in the NW approach; relocate fence.	

March 8, 1961, Proj. No. 9-20-034-6105,
Contr. No. FA3-1076 $475,000

Acquire land in fee for F.A.A. remote transmitter site (part of Area 5) and airport development and clear zones (Areas 8, 9, 10, 11, & 14 thru 38): construct NE/SW runway (approx. 5,000' x 150'), connecting 75' wide taxiways from the NE end of the NE/SW runway to the Terminal apron and from station 73+62.25 of the NE/SW runway to the south end of the existing pavement of the former N/S runway; overlay to strengthen for use as a taxiway the south 630' of the former N/S runway pavement; install medium intensity lighting system on the NE/SW runway, including necessary modification of the existing lights; install underground electrical duct; mark NE/SW runway and connecting taxiways; clear approaches; grub, grade, drain and turf; fencing.

June 26, 1962, Proj. No. 9-20-034-C206;
Contr. No. FA-CE-2017 47,000

Construct, mark and light NE/SW parallel taxiways and connecting taxiways (approx. 7,051' x 75'); construct apron (approx. 300' x 800'); install underground electrical duct; clear; grub; grade; drain; turf.

June 25,1963, Proj. No. 9-20-034-C307;
Contr. No. FA-CE-2468 48,620

Construct main water supply sys tem for fire protection; construct sanitary sewage system; fence terminal areas; construct transformer vault and install vault equipment; install primary electrical service; light terminal apron.

November 24, 1969, Proj. 9-20-034-7009,
Contr. DOT-FA-70-CE-5589 $323,840

Construct, light (M.I.) and mark SW extension to NE/SW runway (900' x 150' from 5,600' to 6,500') and parallel taxiway (approx. 1,150' x 75'), including taxiway guide signs and vault equipment; construct blast pads on NE and SW runway ends.

May 25, 1972, Proj. No. 8-26-0071-01,
Contr. No. DOT-FA-72-CE-6091 560,000

for land--airport development and clear zones--fee parcels 5, 6, 7, 8, 10, 11, 12, 13, a portion of 14 (12 acres), 15 through 20--easement parcels 9A-E; strengthen and mark runway 5-23, parallel taxiway A, connecting taxiways and terminal apron; overlay and mark N/S runway (3,200' x 75'); construct, light and mark taxiway B (2,230' x 75'); install REILS on runways 5, 14, and 23; construct, light and mark taxiways F (1,375' x 75') and connecting taxiway to runway 5-23 (650' x 75'); strengthen (9,000 s.y.) and expand (2,500 s.y.) aircraft parking apron. Plus 500
for cost to the sponsor of providing assistance for displaced persons. (In addition, State participation amounting to $195,000.)

March 1, 1973, Proj. No. 8-26-0071-02,
Contr. No. DOT-FA73-GL-7130 28,000

One 1,000 gallon water/foam fire truck and one 500 pound dry security fire truck.

November 29, 1973, Proj. No. 8-26-0071-03,
Contr. No. DOT-FA74-GL-7391 $92,100

Construct fire and rescue equipment building (40' x 66') including apron and access drive.

VII. AIRPORT COMMITTEE:

Membership:

Minutes of the Muskegon County Road Commission starting in 1928 were signed by Ned Fuller as Deputy County Clerk. Following is a list of men who served on the Muskegon County Road Commission while it did airport business:

W. J. Barber, Chairman 1927/28, 1933/34; member 1929/32, 1935/39; secretary 1940.
E. P. Thomas, Member 1928/32; acting chairman 1933.
Tom J. G. Bolt, Chairman 1929/30.
Nels L. Nelson, Chairman 1935/41; secretary 1942.
Frank S. Millard, Chairman 1938; member 1939 for many years.
W. S. Antisdale, Chairman 1941/42.

October 3, 1939, the Board of Supervisors passed a motion that the Board "continue the present set-up for the airport with Road Commission as three-man Airport Committee with full power to act and Board Airport Committee as advisory body."

May 6, 1942, a motion passed the Board of Supervisors regarding "creation of Airport Committee with members to be appointed at June session."

Starting about 1944 the Airport Committee of the County Board of Supervisors took control of the airport, relieving the Road Commission. Since then at various times they have been called the "Airport Committee" and "Airport Board of Trustees." During the remainder of the 1940s and until the arrival of Mgr. Frank Pittenger, most of the Committee meetings were held in the County Clerk's office of the old Court House. The County Clerk, Charles F. Schuler, took an active part in the meetings

and signed the minutes as Clerk and/or Secretary.

Following are names of members of the Muskegon County Board of Supervisors and later of the Muskegon County Board of Commissioners who have served on the Airport Committee:

Charles B. Moore, Member 1939/40.
John Makurat, Member 1939/40.
Charles Fleming, 1939/40.
George F. Liddle, 1939/51.
George D. Vanderwerp, 1939/40.
Charles C. Johnson, Member 1940/41/ Chairman 1942/45; member 1946.
Dr. Carl Wilke, Member 1940/47.
Francis F. Barlow, Member 1941/42; chairman 1943.
George M. Moore, Member 1941/42.
Earl Deremo, Member 1941/42; 1945/50.
Frank Rockenbach, Member 1942/48.
Joseph Cihak, Jr., Member 1943.
James Albers, Member 1943.
Olaf Hostad, Member 1943.
Roy Winters, Member 1943.
Gustave L. Lundborg, Chairman 1945/51.
Edwin J. Quick, Member 1947/51; chairman 1951/53.
Dr. Clark T. Mixer, Member 1949: secretary 1950/53; chairman 1953/54.
Chris Lahman, Member 1950/52; secretary 1953/58 and 1969/70; chairman 1958/68.
Henry J. DeVette, Member 1950/54; chairman 1955/58.
Ferd Deska, Member 1952/53.
Leon J. Lambert, Member 1952/53.
William F. Hanna, Member 1953 (later Judge of District Court).
William Steiner, Member 1953/58.
Ernest A. Scharmer, Member 1953.

Cyrus M. Poppen, Member 1954/55.
Gustave Aue, Member 1955/59.
William J. Balgooyen, Member 1956/57.
Herman Bartels, Member 1957/59; secretary 1960/62; member 1963.
Charles A. Larnard, Jr., Member 1958; secretary 1959. (became Circuit Court Judge, 1966).
John B. Ladd, Member 1958.
John Baxter, Member 1959/60.
Donald F. Seyferth, Member 1959/64.
Henry Klevering, Member 1960/65.
Robert K. Hunter, Member 1961/62; secretary 1963/67; vice chairman 1968.
Stanley Kendra, Member 1961/66.
Steve Yonker, Member 1961.
William A. Peterson, Member 1966/68.
Walter M. Brooks, Member 1967/68.
William R. Andree, Member 1968.
Francis Woller, Secretary 1968.
Glenn A. Erickson, Member 1969/70; secretary 1971/72.
Arnold VanDam, Vice chairman 1969.
Elmer C. Olson, Member 1970; chairman 1971.
Arthur J. Bauer, Vice chairman 1971/72.
Gerald Lusk, Member 1971/72.
Harold J. Workman, Member 1973/74.

Present members are:
Frank J. Stariha, Vice-chairman 1963/67; chairman 1969/70 and 1972/76.
John Wenk, Member 1971/72; vice chairman 1973; member 1975/76.
Donald A. Nutt, Member 1973; vice chairman 1974/76.
Alfred C. Fairchild, Secretary 1973/76.
John J. Jurkas, Member 1975/76.

The Chairman of the County Board of Supervisors/Commissioners has always been an ex-officio member of the Airport Committee and many of them have attended the Committee meetings over the years, some of them quite regularly. Herman Ivory has been Chairman of the County Board of Commissioners since 1973.

Edward Scharmer attended the Committee meetings in 1956/57; as a surveyor and on the part of the County Road Commission, he did most of the original layout surveying for the airport.

Chris Lahman was presented with a plaque for "distinguished and continuing service to aviation for Muskegon County and Michigan" by the Michigan Association of Airport Executives in Kalamazoo, September, 1969. December 8, 1970, Airport officials gathered at the Airport Terminal Building to salute Mr. Lahman when he retired after twenty years on the Airport Committee. Called "Mr. Airport", he died May 10, 1975. He and Mrs. Lahman (still living) were married August 14, 1906.

ESTABLISHMENT, POWERS AND DUTIES OF THE AIRPORT COMMITTEE:

At a regular meeting of the Board of Supervisors of Muskegon County, Michigan, held at the Court House in said county of Muskegon on February 7, 1961, at 2:00 P. M. EST, the following resolution (as amended) passed (yeas 38; nays 0; absent 3):

WHEREAS, the present airport is managed by a County Airport Committee pursuant to Act No. 275 of the Public Acts of 1939, and

WHEREAS, the Aeronautics Code being Act 327 of the Public Acts of 1945 as last amended by Act 181 of the Public Acts of 1959 authorizes the Board of Supervisors to vest authority for the construction, enlargement, improvement, maintenance, equipment, operation and regulation of an airport in a board or body of such political subdivision by resolution, and

WHEREAS, to clarify the areas of authority the said Board of Supervisors desires to exercise such authority,

THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF MUSKEGON COUNTY, MICHIGAN, as follows:

1. That a Muskegon County Airport Committee of the Muskegon County be and hereby is established which said Committee shall consist of five (5) members, all of whom shall be members of the Board of Supervisors and shall exercise the management of the Muskegon County Airport.

2. That the five (5) members shall be elected each year by a majority vote of the Board of Supervisors at the Organization and Equalization Session.

3. That the first members of the Muskegon County Airport Committee shall be elected by a majority vote of the Board of Supervisors at the meeting of the Board at which this resolution is adopted.

4. That the Board of Supervisors by virtue of Act 327 of the Public Acts of 1945 as last amended by Act 181 of the Public Acts of 1959 hereby vests the following authority, powers and duties in the Muskegon County Airport Committee:

a. To operate, maintain, equip, improve, enlarge and regulate the Muskegon County Airport.

b. To employ a regular, full-time airport manager who shall be responsible for the day to day operation of the airport in accordance with the policies established by the Muskegon County Airport Committee, together with any and all other employees necessary to operate, maintain, equip, improve and enlarge the Muskegon County Airport.

c. To adopt and amend all needful rules and regulations for the management, government and use of airport property and provide penalties for the violation of such rules and regulations and appoint airport guards if necessary to enforce them.

d. To adopt and amend rules and regulations reasonably designed to protect and safeguard the public upon or beyond the airport limits against the perils and hazards of flying, provided such rules and regulations are consistent with and conform as nearly as possible to the laws of Michigan and the rules and regulations of the Michigan Department of Aeronautics.

e. To lease for a term of years, donate or sell such airports, landing fields or other aeronautical facilities or buildings or structures relating thereto or real property acquired or set apart for such purposes to any person or persons, any other political subdivision, or the State Government, or the National Government, or any department of any of them, either exclusively or in common with others for operation and public use.

f. To confer the privileges of concessions of supplying upon said airport goods, services, commodities, things and facilities and to enter into leases, contracts, agreements or grants of privileges of concessions either exclusively or in common with others with any person or persons, any other political subdivision, or the State government, or the National government, or any department of any of them of all or any part of the airport, landing facilities or other aeronautical facilities, including any buildings and structures thereon or related thereto for a term not to exceed 30 years, provided such terms, charges, rentals and fees shall be equal and uniform for the same type of facilities provided, services rendered or privileges granted, and provided further that in so doing the public is not deprived of its rightful, equal and uniform use of said airport.

g. To sell, donate or lease any property, real or personal, acquired for airport purposes and belonging to the political subdivision, which in the judgment of said Muskegon County Airport Committee may not be subsequently required for aeronautical purposes.

h. To determine the charges, rentals or fees for the use of any property under its control and the charges

for any services or accommodations and the terms and conditions under which such property may be used which rentals, fees, charges, terms and conditions shall be equal and uniform for the same type of use provided, services rendered or accommodations granted with no discrimination between users of the same class for like use provided, services rendered or accommodations granted.

i. To create liens for the charges for repairs, improvement, care or storage of personal property, and to foreclose such liens for said charges as permitted by law.

j. To exercise all powers necessarily incidental to the exercise of the general and special powers herein granted.

k. To exercise such additional powers as may be granted to it by law.

AIRPORT ASSETS:

9-30-1954	$779,408.75	12-31-1965	$3,313,743.19
9-30-1955	780,018.32	12-31-1966	3,202,965.86
9-30-1956	811,193.06	12-31-1967	3,068,015.34
9-30-1957	840,283.29	12-31-1968	3,037,288.54
9-30-1958	847,106.56	12-31-1969	3,324,845.32
9-30-1959	805,865.52	12-31-1970	3,510,853.29
9-30-1960	1,138,421.77	12-31-1971	3,428,777.45
9-30-1961	1,540,924.72	12-31-1972	4,271,706.70
9-30-1962	2,395,456.48	12-31-1973	4,115,862.11
12-31-1963	3,305,569.75	12-31-1974	3,918,962.91
12-31-1964	3,377,489.24	12-31-1975	3,743,756.25

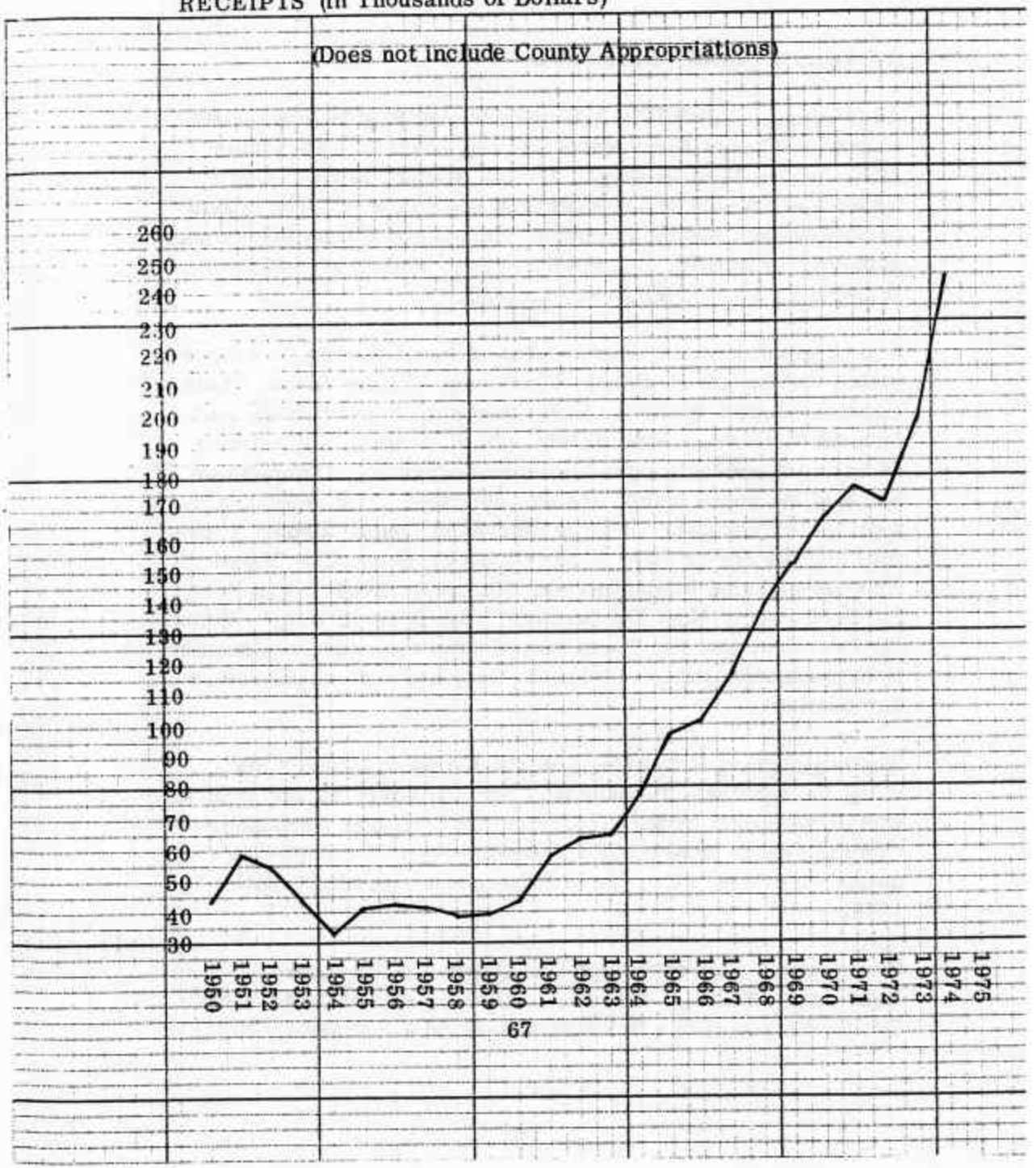
These assets are based on purchase costs, not on present-day values.

A recent survey of payrolls on the airport showed a total of $1,900,000 for the year 1975. Over 60% of that amount comes into the county from the federal government and the airlines.

Employees of the county on the airport were paid $199,541.10 during 1975. Of that amount some was paid through the CETA program, some through the State WIN program, and some was paid back to the airport through airline reimbursements for airline security costs.

MUSKEGON COUNTY AIRPORT
RECEIPTS (in Thousands of Dollars)

(Does not include County Appropriations)



AIRPORT ZONING ORDINANCE:

An Ordinance Establishing Airport Zoning Regulations for the Muskegon County Airport was adopted Thursday, December 2, 1954, by the Joint Muskegon County Airport Zoning Board, which was created by the Muskegon and Ottawa County Boards of Supervisors and the Michigan Aeronautics Commission under authority of Act No. 23, Public Acts of 1950 (Extra Session). It became effective February 1, 1955.

The original Joint Muskegon County Airport Zoning Board consisted of William F. Hanna, Chairman; William Stone; Chris Lahman; Gerrit Bottema; Ervin Hecksel; John Hassold; and Darrell S. Downey (now Acting Administrator, Engineering Division) representing the Michigan Aeronautics Commission. Some of the above named are now deceased. The Administrative Agency consisted of three Muskegon County Airport Trustees and the Spring Lake Township Supervisor. The Board of Appeals included Edward Kyvig, Chairman; Robert Van Hoef, Leonard Pucci, Neal VanLeeuwen, and Bernath Ernst. When Mr. VanHoef and Mr. Pucci moved away they were replaced by Robert Lighton and Carl Johnson, Jr., and that membership has continued.

The engineering firm of Williams & Works of Grand Rapids, using the services of James R. Carr and Larry L. Metternick, was hired jointly by the airport and the Michigan Aeronautics Commission to draw up an amended ordinance. Following required meetings, etc., the ordinance was amended October 8, 1975.

Current members of the Joint Muskegon County Airport Zoning Board are: Frank J. Stariha, Chairman; Alfred C. Fairchild; Donald A. Nutt; Donn DeYoung; Raymond L. Fisher; Gerald

Battjes; and Charles Hill, representing the Michigan Aeronautics Commission. The airport manager is now named to be the "Administrative Agency." The Board of Appeals remains the same although, due to the state of Mr. VanLeeuwen's health he has not attended the past several meetings and his resignation is anticipated. As a note of interest, Mr. Ernst has been the postmaster at Nunica over thirty years.

VIII. AIRPORT PERSONNEL

AIRPORT MANAGERS:

Henry Pedler was appointed Airport Manager August 26, 1931, at a salary of $1,000 per year. For a while he lived in an apartment on the second floor of the Terminal Building. In those days his wife could be seen carrying her laundry down the stairway to the basement. His resignation was effective April 15, 1941.

Charles Pelfresne was an interim manager.

Henry Chandler's name is found on County Road Commission payroll expenses starting July, 1941, and bi-weekly through November at which time it was established at $150 per month starting 1942. He submitted his resignation as airport manager in 1949, but continued on for another year until a successor was named. Minutes show that his salary was reduced for a while during 1945 when he spent an hour and a half each day carrying the airmail from airport to Post Office and back as he could find no one else to do it, although he worked from six or seven A.M. until sundown; however, the budget listed his salary at $2,400 and the assistant manager at $1,800 before he left the job. He continued to carry the airmail for many years and retired from the postal service August 17, 1967, after 23 years of transporting airmail between the Muskegon Post Office and the airport, being lauded for exceptional punctuality.

Frank S. Pittenger was hired as airport manager in October, 1950. He had been an Air Force flight instructor during World War II, had served as President and general manager of Aviation Schools and Service Co., Blairstown, N.J., and managed

the Stewart Aviation Co., Parkersburg, W. Va., as well as being F.A.A. flight examiner before coming to Muskegon. His wife, Helen (Barrick), was a former WASP (Women's Air Force Service Pilot) and worked with him as flight instructor in Parkersburg. For a while she did his stenographic work here without pay, until office help was approved, most of that type work having been done previously through the County Clerk's office. Known as a tough business man the airfield began to grow during his term of management, and plans were drawn up for both the proposed Fruitland site and enlargement of the present airport. He served as project engineer on some projects.

Mr. Pittenger served two years as executive secretary of the American Association of Airport Executives, renting an office adjacent to the airport manager's office for that use. Two years (1952 and 1953) he was president of the Michigan Association of Airport Managers. He was one of four top candidates for the position of Director of Aeronautics, State of Michigan at the time the present Director, James D. Ramsey, was appointed. Mr. Pittenger represented the American Association of Airport Executives at the request of the Civil Aeronautics Administration March 12, 1957, at the International Civil Aviation Conference in Montreal, Canada. The conference was made up of representatives of fifty-one governments.

Mr. Pittenger presented his letter of resignation January 2, 1958, to become Commissioner of Aviation, Syracuse, New York, later taking the same position in Kansas City, Missouri, until the time of his death November 22, 1974. He liked to camp and fish, and returned to visit the Muskegon area several times, the last time being in August before his death. Their son, David, born in Muskegon, is graduating from college this spring.

Jack S. Hakes was introduced to the Airport Committee by Mr. Pittenger January 2, 1958, interviewed, and hired the same day, and took over his duties here January 20, 1958, just in time for a hard snowstorm. It was a smooth transition, however, between the two managers. A World War II Navy pilot, he had served two years as Assistant Airport Manager of the South Bend, Indiana, Airport, and had managed Mitchell Field, Milwaukee, from 1949 to 1954. He had also been associated with the Hertz Corp., and with Associated Aviation Underwriters, and was no stranger to this area. He saw the airfield grow, and managed the construction of the new Terminal area during his tenure. His wife, Martha, worked for a while in the little coffee shop in the old Terminal area, and worked for a while in the new Terminal Building. Their sons, Tom and Jim, also worked at the airport doing maintenance work summers. They have a daughter, Pamela. An excellent public relations man and a natural-born Master of Ceremonies, he was extremely well-liked, generous, active in many organizations, but was possibly happiest on a piece of moving equipment out on the airfield working with his maintenance men. He was an enthusiastic fisherman. In 1964, with permission of the Airport Committee, he ran (unsuccessfully) for State Representative, 97th District, Republican. He filed again in 1970.

Following an extremely busy season, Mr. Hakes was hospitalized for a week in December, 1962, after collapsing at work. February 19, 1966, he underwent open heart surgery at the Cleveland Clinic and was off work several weeks. December 15, 1966, he was stabbed by an assailant in the new Terminal Building. He was hospitalized again in January, 1967. On March 20, 1967, he presented his resignation to become effective April 30, to accept a less rigorous position as equipment engineer with General Telephone Company in Muskegon. Later he managed the L.C. Walker Arena for the City of Muskegon. He died in Milwaukee following heart surgery February 19, 1971.

The new Terminal Building became known as "The House that Jack Built." He painted the large mural on one lobby wall. Always busy helping others, some may remember him collecting Yule gifts for Indians at Bay Mills, Michigan, in December, 1966; others will remember him serving as a probation officer; some will remember him grilling steaks for the state airport managers when they had a dinner at Elks Park. There were nearly 300 people at his farewell dinner April 26, 1967, where friends presented him with a boat. A plaque honoring him posthumously was unveiled December 22, 1972, and mounted in the Terminal lobby.

The Airport Committee advertised for a new airport manager through the American Association of Airport Executives. They interviewed applicants at the AAAE meeting in Louisville in 1967, and interviewed more in Muskegon.

James R. Hawley was interviewed and hired June 21, 1967, and began work July 9, however, he had to be away for a few weeks on duty in the Michigan Air National Guard that summer and the next. A graduate of Western Michigan University in 1962, he had worked for Aircraft & Airport Services as Administrative Assistant, and was Assistant Airport Manager at Tri-Cities Airport (Saginaw, Midland, Bay City, Michigan) before coming to Muskegon.

He and his wife, Pamela, were active in the Council on Adoptable Children, and adopted a son, Patrick, while here. They organized the local chapter of COAC and he served as President. Born here to their family were daughters Robin and Mindy. Mr. Hawley was active in both the Seaway Festival and United Appeals campaigns.

Another "business" man, Mr. Hawley worked hard to improve

the airport contracts with its operators and the airlines, and saw the airport operate within its earnings one year, the first time since 1958. He created the "Security" Department and supervised plans for the Fire Station, maintenance building and sand shed, Terminal concourse, and other projects. Mr. Hawley resigned November, 1973, effective in December to become Airport Manager, Portland International Airport, Oregon.

Again the Airport Committee advertised for an airport manager through the American Association of Airport Executives; however, this time applications were received by the County Personnel Director and interviewing was done off-airport. Several applicants from all over the nation were interviewed.

Steven T. Atha was hired December 17, 1973, to report for duty January 7, 1974. A native of Oklahoma, Mr. Atha graduated from Wentworth Military Academy, Lexington, Missouri, in 1962; attended Oklahoma University, majoring in business 1962/1965; served as an Army pilot, maintenance officer, helicopter commander and instructor through 1969, receiving his discharge as a captain, and graduated from Embry Riddle Aeronautical University, Daytona Beach, Florida, in 1971, where he majored in aviation management. From May, 1971, until coming to Muskegon, he served as Administrative Assistant to the Director of Airports, Will Rogers World Airport, Oklahoma City, Oklahoma, during which time he studied law through LaSalle Law School (the school through which Frank Pittenger had also studied law and real estate). Mr. Atha has an attractive wife, Sherry, and two daughters, Lisa, and Muskegon-born Melissa. A commercial pilot with 1,200 hours time flying both airplanes and helicopters, he continues to fly, and is fond of sailing and skiing.

Under his management, airline and fixed-base operator contracts continue to be improved, the Terminal concourse and Crash/

Fire/Rescue Station have been completed, and the Administration Building has been constructed and occupied. He initiated a large and popular Airport Christmas party. Some managers have been strong on business management, some on personality, but Mr. Atha has a winning combination of both assets, is a man for whom it is pleasant to work, and for whom one can feel pride in his accomplishments.

ASSISTANT AIRPORT MANAGERS:

In order to be licensed by the State of Michigan, the airport must appoint an assistant airport manager.

Names of earliest assistant airport managers are unknown; however, Edward Raskiewicz held that title from 1951 through 1953; James F. Marshall in 1954; and George A. Fowler from 1955 through 1964.

John Gucas has worked part time at the airport since 1951, also having worked part time for Travis Flying Service where he learned to fly, received his private license, and accrued some hundred hours flying time. He had worked as a laborer at Continental Motors (Aviation division); at Campbell, Wyant & Cannon Foundry Co.; and at Lakey's Foundry. Mr. Gucas began full time work for the airport in 1956 as airport attendant, was promoted to operations (field) supervisor in 1960, and became assistant manager December 9, 1964. In May and June, 1967, he served as acting airport manager. In 1968 the airport sent him to the International Aviation Snow Symposium in Allentown, Pa., and plans to send him again in 1976.

A completely dedicated worker, he has built an enviable record for Muskegon County Airport's snowremoval program. In 1967

the Air Lines Pilots Association selected Muskegon County Airport for its "Best Winter Maintenance" award. Mr. Gucas is a Cost Guard veteran. Boating, bowling, and gardening are his hobbies.

OTHER AIRPORT EMPLOYEES:

Mildred M. (McLelland) Christiansen has worked at the airport since April, 1951. During this time the filing and accrual accounting systems were instituted. In fact, when she started the airport had no office furniture or equipment and the manager and secretary shared a tiny office on the second floor of the old Terminal Building using borrowed furniture. She has been secretary and bookkeeper for the manager and the Airport Committee, and has taken care of airport insurance, payroll and personnel records, routine correspondence, and many other duties, taking minutes of all Airport Committee meetings. The Committee (motion by Larnard, second by Lahman) appointed Mrs. Christiansen Administrative Assistant February 3, 1960, with her working hours and conditions to be set by the Airport Manager. February 17, 1965, the classification was established by the County Board of Supervisors upon recommendation of the Salaries and Personnel Committee (motion by Heineman, second by Hunter) although that classification does not appear in the County salary schedule and she is paid as a Clerical Supervisor.

Mrs. Christiansen learned to fly in Tulsa, Oklahoma, in 1942 while active in the Civil Air Patrol; completed six months of Woman Pilot Training as a WASP at Avenger Field, Sweetwater, Texas, where she became a rated Air Force pilot October 9, 1943, and spent the next fourteen months ferrying new aircraft (solo) from factory to airfields all over the United States, and transporting Air Force personnel, accruing 900 hours flying

time and 200 hours instrument time in a period of two years. She completed instrument flying school at Love Field, Dallas, Texas, and officers' training school at AFTAC, Orlando, Florida.

A graduate of Tulsa Business College, she was secretary/bookkeeper for a string of stores in Okla., Mo., Kans., and Texas; secretary to the District Superintendent, Prudential Insurance Co., Tulsa; and worked in the accounting department of Carter Oil Co., where she assisted the Standard Oil Co., N.J., auditors prior to WASP Service. After inactivation from the WASP in December, 1944, she worked for the Air Transport Command in Tulsa until her marriage to Air Force pilot Theodore J. Christiansen in Florida in 1945. The mother of a daughter, Mary Lee, and a son Richard, now also a grandmother, she was secretary of the Board of Education, Fruitport Community Schools, eight years; and was her husband's deputy the fourteen years he was Sullivan Township Clerk; has been active in her church; and is a member of the Altrusa Club, member and past officer of the Muskegon Co. Rock & Mineral Assn., and member of the Order of Fifinella. In 1973 she watched her son solo and go on to earn his private pilot license. Mrs. Christiansen holds commercial pilot license No. 355121, airplane single and multi-engine land, and has logged time in over 25 kinds of aircraft, including the DC-3, B-26, and B-24.

May 10, 1961, Jack Hakes requested an additional clerk, and Mrs. Helen Morris was hired as construction clerk. She resigned November 9, 1965. The work was too much for one person to keep up, and January 26, 1966, Mrs. Shirley Plichta was hired as Account Clerk I. She serves as receptionist, does filing, works with accounts receivable and payable and other records, does photocopying, mimeographing, etc. She took a comptometer course at Muskegon School of Business. Her

experience was gained when she worked in payroll at Campbell, Wyant and Cannon; as a tech-order clerk at Elmendorf Air Force Base, Anchorage, Alaska; and as clerk for Fruitport Community Schools. She is the mother of two daughters, Debra and Tamara.

Electrician: During 1960 Harold E. Morrison was employed by Jones Electric Company installing the sequence flashers for the Approach Light System for F.A.A., lighting the runways, taxiways, ramps, etc. When construction of those projects was completed, he was hired as Airport Electrician in February, 1964, and has continued in that capacity since. He was employed by Continental Motors Corp. 1950/1955, and by Jones Electric Co. from 1955 until he began work at the airport.

Security Chief: January 10, 1972, Gary L. Hill was hired as officer and became Chief over the contingent of three security officers, the others at the time being Scott Seiferlein and Jeff Balgooyen. He now has six officers under his charge, and the department has entered an agreement with Teamsters Local Union No. 214, affiliated with the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.

Mr. Hill has attended Muskegon Community College, Spartan School of Aeronautics, Tulsa, Oklahoma, and San Diego State University. He was in the U. S. Navy from July, 1968, until April, 1970, serving as Legal Yeoman on the USS Galveston, and received training in damage control and crash detail. He completed Michigan Law Enforcement Officers Training School in December, 1972, and Advanced Police Training Program at Community College in 1976, besides attending two Great Lakes Chapter, American Assn. Airport Executives Fire/Crash/ Rescue Training schools, and other advanced on-the-job training. He drew up the Airport Security Manual. Sailing is a hobby. He has a wife, Sharon, and a son, David.

For the purpose of historical record, other people who have been on the County Airport payroll include Gasper Blanchette, Jr.; Audrey X. Mitchell; William Laenore; Henry P. Dekeyzer; Joseph J. Somadge, Jr.; Raymond W. Christiansen; Clarence W. McIlrath; Ronald J. Schwing; Lawrence M. Griswold; Emory C. Irwin; James J. Hallauer; Jack D. Brewer; David J. Powers; Arthur L. Fitzgerald; Robert DeCheney; Bernice J. Hannon; Hilda M. Trice; Green H. Diamond; Harold and David Willis; Edward G. Wiard; Willard Brown; Dennis A. Moore; Richard A. Christiansen; Wayne R. Flowers; Jack W. Shetterly; Harold Berghuis; William E. Wells; Richard H. Baker; Michael E. Jones; Thomas W. Ates; Milton G. Dukes; William G. Hagelgans; Calvin L. Burt; Charles G. Young; Andrew P. Rasmussen, III; Theodore C. Dyer; David R. Freeman; Darwin E. Bengtson; Gary L. Krieger; Fredrick H. Boyden; Larry W. and Terry L. Nelson; Mark A. Golliver; Joseph G. Niemczak; Dennis W. Harris; Albert R. Zuidema; Sherwood D. Popps; Randy J. Callison; Irvin E. Kurburski; Richard J. Loomis; Walter N. Riley; James A. Beasley; Larry L. Stair; Verne E. Hageman; James R. Crews; Karl K. Smith; and Jack G. Lane.

LEGAL COUNSEL:

County prosecutors did legal work for the airport prior to 1953. William E. Spaniola, then Assistant County Prosecutor, was first hired to do airport legal work in 1953. He was retained as Airport Counsel July 3, 1958, and has continued in that capacity since. December 7, 1960, he was instructed to draw up a resolution clarifying the authority of the Airport Committee.

Albert F. Beitel of the firm of Morris, Pearce, Gardner, & Pratt of Washington, D. C., has represented Muskegon County Airport on matters with the Civil Aeronautics Board many years.

AIRPORT REPORTERS:

No history of the airport would be complete without mention of members of the news media who have been associated with the airport over the years.

An early Chronicle reporter, through 1953, was Art O'Connor who did an in-depth report on the airport at one time.

Bruce McCrea was Chronicle reporter for the airport from 1954 through 1966. In 1964 the Muskegon Chronicle received an award from the Michigan Association of Airport Managers for the top news coverage of aviation in Michigan, featuring articles by Bruce D. McCrea and Robert G. Walker. Later, on the part of the Norton Examiner, Mr. McCrea was given an award by the M.A.A.E. in 1968 for best coverage by a weekly newspaper in the field of aviation.

Other Chronicle reporters have included Charles Woodruff, John Mulvihill, Frank Turco, Jess Soltess, Denise McCourt, Clayton Hardiman, Robert Burns, and Nancy (Klecka) Schulze.

For several years Marion S. Ward reported on Muskegon County Airport for the Grand Rapids Herald.

Mrs. Ginny Groat of Grand Haven Radio Station WGHN was given the award for best radio coverage of aviation activity, September 16, 1966, for her weekly series of tape-recorded flying lessons featuring the voice of her flying instructor, Mrs. Mary Creason, who was then instructing for Executive Air Transport in Muskegon.

Notices of Airport Committee meetings are regularly sent to the Chronicle, the Norton Examiner, and radio stations WTRU, WKBZ, WKJR, WMUS, and WQWQ. Jon Graska and Bill Winchell are seen often at the airport. WOTV, Channel 8, shows stories of the airport occasionally.

IX. OTHER AFFILIATIONS:

The Western Michigan Chapter of the Aero Club of Michigan had an active part in airport public relations, etc., for many years.

November 29, 1957, it gave a kick-off dinner at Doo Drop Inn at which time Leigh Fisher outlined plans for the proposed new airport location in Fruitland Township. About 250 persons were present. Dr. John Vanderlaan was president at the time and Donald F. Seyferth was immediate past president. Mr. Fisher spoke again at the kick-off rally of the County Citizens Committee of 100 April 4, 1957. The Citizens Committee did an extensive newspaper advertising campaign paid for by industry and endorsed by many local civic groups and organizations, and spoke to many local clubs regarding airport promotion and expansion.

James D. Ramsey, appointed Director of the Michigan Department of Aeronautics February 27, 1957, spoke to the Aero Club at the Occidental Hotel at a dinner in May, 1957. February 12, 1958, Col. John E. Burrows, attached to the 5th Region, Army Air Defense Command, Ft. Sheridan, Illinois, a local man, spoke to about 200 people at Doo Drop Inn, telling them of the latest developments in guided missiles for the nation's defense. William K. Lawton, Executive Director, National Business Aircraft Association, spoke to the Club September 30, 1958, at another dinner at Doo Drop Inn. November 4, 1958, Delbert L. Roskam, Vice President and General Manager, Cessna Aircraft, spoke to about 400 people. George E. Haddaway, Editor of Flight Magazine, spoke to the Club January 20, 1959.

Not all officers of the Club are known, however, William A. Wiseman was president in 1959/60, and it is known that Mgr. Hakes was also elected president. When the Chapter finally

became inactive, funds from its treasury were turned over to the airport to be used for "some special project."

The Civil Air Patrol, Squadron Charter No. 20119, has been active at Muskegon County Airport since World War II with such names as Lt. Col. Percy B. Hubbell (who died October 20, 1973); his wife, Lt. Col. Ethel Hubbell; Lt. Col. Cecil R. Sinclair; Lt. Col. Thomas Willi; Major Raymond Garnaat; and Lt. Col. Richard J. Kastas being prominent among many others. The C.A.P. has been active during such times as airshows, home shows, Dawn Patrols, air searches, etc. Their airplane, first an Ercoupe, now a Cessna 150, has been hangared free at the airport. They have been meeting summers in the Pilots' Lounge, but this past winter started meeting in quarters recently vacated by the Weather Service in the former Terminal Bldg.

The Michigan Association of Airport Managers/Executives held its Annual Business Meetings in Muskegon in September, 1966 and 1973, with the local airport managers acting as hosts. Muskegon's airport managers have had an active part in the association. Frank S. Pittenger was president in 1952 and 1953; Jack S. Hakes in 1964; and James R. Hawley in 1969. These managers also took their "turns" holding other offices as well. Mildred Christiansen has attended sixteen of the twenty-three annual meetings, has assisted in registering attendees at 21 of those meetings, and has been the registrar at five of them. The manager and assistant manager regularly hold membership in the association. In May, 1967, the Airport Committee voted to pay the dues of the administrative assistant also. In 1974 the association began paying the expenses of Mrs. Christiansen to attend the meetings and paid her dues.

Airport managers have held membership in the American Association of Airport Executives since 1950. Frank S. Pittenger

was a director in 1953, 1954, and 1955, executive secretary in 1956 and 1957, and an officer 1958 through 1961, serving as president in 1961. Managers Hakes, Hawley and Atha have also served on AAAE committees. Mgr. Hawley was elected president of the Great Lakes Chapter of the AAAE in 1971 and held other offices in the chapter.

Muskegon County Airport has belonged to the Airport Operators Council International, Inc., 1961/1964 and September, 1973, to date, being designated as a small hub airport.

For twenty-five years the airport has sent representatives to the National Airport Conferences held in Norman, Oklahoma.

In the early years of the airport, the Muskegon Chamber of Commerce and its Aviation Committee were quite active in airport development, with John Buikema and John Hay being very active. Clifford L. Webb, associated with the Chamber, worked to try to sell the Kaydon Building for the airport. For many years the Muskegon Chamber of Commerce participated in cost of attorney fees, etc., for Civil Aeronautics Board hearings, but refused to do so in 1966 and since. It did, however, cooperate in a survey of commercial air service requirements in 1973 with Howard Needles Tammen & Bergendoff of Alexandria, Virginia hired by the airport to conduct the survey. Again in December, 1973, the Chamber rallied behind the airport in its efforts to keep the Weather Service at the airport.

In connection with Seaway Festivals and other such events, numerous airshows have been staged from Muskegon County Airport including performances by the Blue Angels, Golden Knights, Air Barons, Thunderbirds, and Festival Skydivers, along with static displays and flyovers of military aircraft.

X. MISCELLANEA :

Air Force Reserves met at Muskegon County Airport for many years. Flight 1 was allowed space in the Kaydon Building in 1958. In March, 1963, it was allowed free use of space in the old Terminal Building on Tuesday evenings for meetings. In 1953 a B-26 Tow Target Squadron was stationed here temporarily, in connection with Camp Claybanks. Sgt. Herbert Riddle acted as liaison between the squadron and airport management and the control tower.

Pfeiffer's blimp came in to the airport in 1952.

A draft of Airport Rules and Regulations was drawn up by Mgr. Frank Pittenger and presented to the Airport Committee in 1951 and again in 1953 but was never made official. Field Rules and Regulations were eventually drawn up by James Hawley and put into effect. The first Security Passes were given out in December, 1965. The Airport Traffic Ordinance was approved May 14, 1968. Muskegon County Airport Traffic Code was approved by the Committee November 14, 1967, and adopted January, 1971. The Airport Department of Public Safety has published, and the airport has adopted, its Rules and Regulations, supplemented by the Security Manual. The Airport was Certified by the Federal Aviation Administration April 5, 1973.

The City of Norton Shores was paid $200 per month for standby fire protection for several years through December, 1975. Gary L. Hill was named Chief of the Airport Security Department (since named Department of Public Safety) May, 1972. The first airport "Fire Jeep" was purchased in March, 1958. July, 1974, the airport acquired a Y-W Light Crash Rescue Vehicle using 500 pounds of dry chemical, and in June, 1975, it acquired a Walter Crash Truck (1,000 gallon capacity). The federal

government participated in the cost of the latter two trucks. The department now consists of the chief and six officers, and gives protection sixteen or more hours per day. Screening of passengers for security purposes started the summer of 1972. Search of carry-on luggage began January, 1973, with use of Pinkerton personnel. Beginning June 1, 1976, that service will be performed by J & J Security Co. out of Green Bay, Wisconsin.

In March, 1958, the airport began providing work-type uniforms for its maintenance and custodial personnel. The public safety officers have been uniformed since the department began in January, 1972.

When Jack Hakes was manager he and several of his men served as special sheriff deputies. In April, 1968, James Hawley, John Gucas, Harold Morrison, Jack Shetterly, Arthur Fitzgerald were sworn in as special deputies. Security officers are deputies.

Mgr. Pittenger, working with County Controller Theodore Strunck and William Wittenberg, Director of County Auditing in the Auditor General's office in Lansing, set up the accrual accounting system for the airport which was put in use beginning January, 1953, and has served as a model for other airports until the airport accounting was made a part of the county computer system January, 1974. Some initial figures were only estimates or appraisals in lieu of actual costs being available.

In 1952 the airport sold three airplanes upon which liens had been placed for overdue field storage charges.

From 1951 through 1967 stenographic notes were taken, practically verbatim, of all Airport Committee meetings from which official minutes were extracted and sent to all members of the Committee. Since July, 1959, copies of the official minutes

have been sent to all members of the County Board of Supervisors/Commissioners along with copies of monthly and annual financial statements, budget comparisons, etc.

During the 1950s the airport hired Muskegon Construction Co. to appraise airport buildings. Forest C. Barry appraised airport buildings for several years, beginning in 1959. Mongeau and Tangney did appraising of properties being purchased in 1959. In recent years properties have been appraised for the airport by John Nedeau. County Surveyor Charles F. Lewandoski has done airport surveying for many years.

After being discontinued for some years, tie-down (field storage) fees were put back into effect in 1953.

Red letter days included January, 1957, when a new Sno-Go was purchased, and again in August, 1969, when the Airport Runway Broom was obtained. An incinerator was built in 1965. The Instrument System/Approach Light System on Runway 14-32, started in the summer of 1958, was commissioned January, 1960.

July, 1960, Mgr. Hakes was directed by the Airport Committee to reside on the airport and authorized to occupy the house at 4981 Grand Haven Road. Following his resignation, the house was sold and removed in 1967. Norviel Coleman, project engineer during one period of construction, was allowed to rent and live in the "Schinzel" house. When he left, Helen Morris, and later, Arthur Fitzgerald, airport employees, were allowed to rent the house until it eventually had to be removed to complete the "clear zone" for Runway 5-23. Cus todian Emory Irwin was allowed to rent another airport house for some time prior to his death. Other houses acquired over the years were rented to various individuals for short periods of time before having to be removed from airport property.

Muskegon County Airport became an International Port of Entry, Landing Rights only, beginning in 1959. After the opening of the new Terminal Building, Cus toms used a room in the airline section of the Terminal for several years, rent free.

Many politican candidates have come and gone through Muskegon County Airport. Presidential candidate John F. Kennedy was at the airport campaigning in 1960, and again as President in 1962. Other politicians at the airport included Gov. Spiro Agnew in November, 1968; Barry Goldwater in November, 1972; Hubert Humphrey and George Wallace in May, 1972; also John Glenn in 1973. While House of Representatives Republican leader, Gerald Ford visited here several times. April 10, 1965, Prince Bernhard of the Netherlands landed at Muskegon County Airport. Jimmy Carter visited Muskegon a year ago as guest of local Democrats. When Major Alfred Worden circled the moon (Apollo 15 Mission) his brother, Jim Worden, was a pilot employed by Executive Air Transport.

A three-place Enstrom helicopter carrying Michigan Lt. Governor (now Governor) William Milliken and James D. Ramsey, Michigan Aeronautics Commission Director, landed on the Heliport atop National Lumberman's Bank Building June 21, 1965, to touch off dedication of the new bank building and the state's first licensed rooftop heliport.

In May, 1967, and again August 27, 1970, Edgar J. Lesher, an aerospace engineering professor from the University of Michigan, attempted to set a speed record, flying his "Teal", which he built, between Willow Run Airport and Muskegon, using radio station WMUS tower on Giles Road as a pylon. He flew at an average of 181 miles per hour, smashing the world's speed record for light aircraft of its class. John Gucas was the observer at this end for the 1967 flight, and C. R. Sinclair in 1970. The "Teal" crashed near Ann Arbor May, 1968, after winning three world speed records, apparently being rebuilt.

The Kaydon Building was converted from coal to gas heat in 1965, along with the remainder of airport buildings in the old Terminal area. A taxi strip was paved to the Kaydon Building in 1965, and Norton Shores City water put in that building in 1967.

In 1952, following some opposition, Hile School District voted to build another building adjacent to the airport. In 1954 the airport purchased 10.344 acres of land from the school, needed for the clear zone of Runway 14-32.

In 1967 Mona Schores School District requested approval for South Shores Junior High School to be built off Martin Road northwest and adjacent to airport property. It went through the Airport Zoning Board of Appeals and permission was granted over the disapproval of airport management.

Again in 1973 the Airport Zoning Board of Appeals granted permission for Consumers Power Company to build the new 650-foot high smokestack at the B. C. Cobb plant by the Causeway.

Plans for a new Administration/Weather Bureau/Fire Station and/or Garage Building were requested December 9, 1964. The fire station section was deleted from the plans. Bids were advertised and opened on July 12, 1966, for the building which was to be located between the new Terminal and Hangar No. 105. Considered too high, all bids were rejected. Several other proposals were made for better administration offices before the present new Administration Building was constructed in 1974/1975. In the meantime, the old Terminal Building gradually deteriorated until it became almost unsafe for tenancy, was a very uncomfortable place in which to work, and is now empty except for meetings of the Civil Air Patrol in the newest section of the building, and storage of off-season airport equipment.

It is scheduled for demolition to prepare the area for the clear zone of the instrument landing system scheduled for Runway 5-23.

In 1965 Mgr. Hakes was given an option to build a motel at the airport, but plans failed.

For many years a favorite week-end or holiday diversion for residents of the county was to park along the airport boundary, or anywhere possible and watch airplane traffic. As the airport grew and security measures and clear zones had to be implemented, this became more difficult to allow. In 1968 the airport went to some expense to establish a Public Viewing Area off Martin Road; however, it was misused more than it was properly used, and upon the recommendation of the Norton Shores Police Department, it was abandoned. Public relations have been at a low ebb, especially since, at the insistence of the County Controller, APCOA (Airport Parking Company of America) was given a contract to operate the 220-space parking lot southwest of the Terminal Building. APCOA enlarged the lot by 100 spaces, pays for electricity used, insurance, mans and maintains the area, including snowremoval, painting, etc., and installed meters on one side of the street in front of the Terminal Building. This contract saves the airport operating expense and presently increases airport income by $15,000 per year.

By 1972 only 75 airplanes arrived for Dawn Patrol, and only 78 in 1973. In former years the Continental engine donated by Continental Motors Corp. had been a big drawing card for the Muskegon Dawn Patrol.

May 21, 1968, the County passed a millage vote approving one mill for one year for airport expansion and construction by a five to one vote. The millage levy won in every precinct but one--the Village of Casnovia.

A Michigan State Flight Training Clinic sponsored jointly by the Michigan Aeronautics Commission and Aircraft Owners and Pilots Assn. was held here in July, 1967. It was managed by Ward Mayrand, Michigan Aeronautics Commission. 126 pilots were registered.

Muskegon County obtained two war-surplus helicopters and a Cessna 172 for its use in 1973.

Corporate airplanes based on Muskegon County Airport ! elong to:

Executive Air Transport, Inc.
Ottawa Air Transport and Training
G & W Charter Service
Teledyne/Continental Motors Corp.
Sealed Power Corp.
Atco Rubber
General Telephone Co. of Michigan
Equipment Supply
Howmet Turbine Components Corp.
Great Lakes Construction
Aero-Leasing Corp.

Private aircraft on the field belong to: Raymond P. Amann, Jess Austin, John J. Austin & Normand Adair, Gordon Brumm, William Elko, Jack Montambo, Raymond T. Ploughman, Eldon J. Pusey, Glenn Ward, Everett R. Wells, West Michigan Flying Club, Continental Employees Flying Club, Roger Langeland, Anthony Kenney, Carleton Wright, Jack Koaches, John Markle, and Elmer Hall, also Robert Johnson.

Kent County Airport traffic landed in Muskegon during July and August, 1971, while that airport was closed during construction.

Flying Physicians:

In 1913 Dr. Robert I. Busard was killed when his small plane crashed at Lincoln Golf Course. His grandson, Thomas A. Busard, and in 1970, his son, Dr. Thomas R. Busard, both became licensed pilots. January 13, 1976, Thomas A. Busard, at age 25, rode a small experimental airplane to his death near Sarasota, Florida, in an accident similar to the one in which his grandfather was killed.

Dr. Edward H. Heneveld, who served as a volunteer on the S.S. Hope, and his wife were killed October 9, 1965, returning from Beaver Island when their private airplane crashed on take-off. Sharing an office with Dr. Heneveld at the time was Dr. Frank Pettinga, another pilot. Dr. Pettinga and Dr. Austin A. Aardema then formed Family Medical Care PC. Dr. and Mrs. Aardema are pilots, and he is a Muskegon Aviation Medical Examiner, as also is Dr. Leon B. Scheerer.

Dr. Homer E. Cornell owns and flies his own airplane. Dr. Thomas Stevens, a dentist from Hart, flew and operated Aero Leasing, Inc., from Muskegon. He donated a DC-3 to the airport which has since been sold for parts, and he still has one DC-3 stored on the airfield. Dr. Dwain W. Cummings, known as Muskegon's "Buffalo Doctor" because of the buffalo he owns, received nationwide attention when he and Paul Davids flew supplies to Indians at Wounded Knee, South Dakota, in Cummings' airplane in 1973, and later flew supplies to disaster victims in Honduras. Dr. Donald R. Eck commuted by air for several years from Muskegon to Milwaukee in his own airplane, hiring Carleton Wright as pilot during bad weather conditions. Dr. William C. VanGelder, son of a pilot, owned an air ambulance service and flew from here. Dr. John Vanderlaan was killed in a crash of a private plane. Other local pilots include Dr. John N. McNair and Dr. N. L. Welch.

Ted Leonard, a consulting psychologist, flew his own helicopter until it crashed November 13, 1970.

Bernard LaVasseur built a small airplane which he named "Tweete" before he even learned to fly. Local lettercarrier-pilot Clyde Buckley has built and flown two airplanes. Harvey Johnson who presently delivers mail to Muskegon County Airport has about completed final assembly of his homebuilt Volksplane A4 open cockpit monoplane with a 24-foot wingspan which he hopes will be flying by May 15, 1976. Morton Smith built a Coot amphibian. Richard Lighthizer, a local F.A.A. inspector, Engineering and Manufacturing, is building a Baby Great Lakes biplane.

Annually a race originally called Southern Michigan All Ladies Lark, now called the SMALL Race, takes place from some Michigan city. September 24, 1960, the SMALL Race began and ended in Muskegon. It was sponsored by the Michigan Chapter, Ninety-Nines, Inc. Another year "Sinnie" Sinclair co-piloted for Sammie McKay when she won the race.

Continental Flying Club began in 1964 with one airplane and fifteen members. By 1967 it had three airplanes and 46 members. Now called West Michigan Flying Club, it has built its own hangar on the airport. The only other flying club on the airport is Continental Motors Employees Flying Club.

Three well-known people on the airport, previously mentioned, who received their early flying training from C.R. "Sinnie" Sinclair, are Vince Dostert, Carleton Wright, Jr., and William Blanchette.